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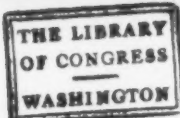
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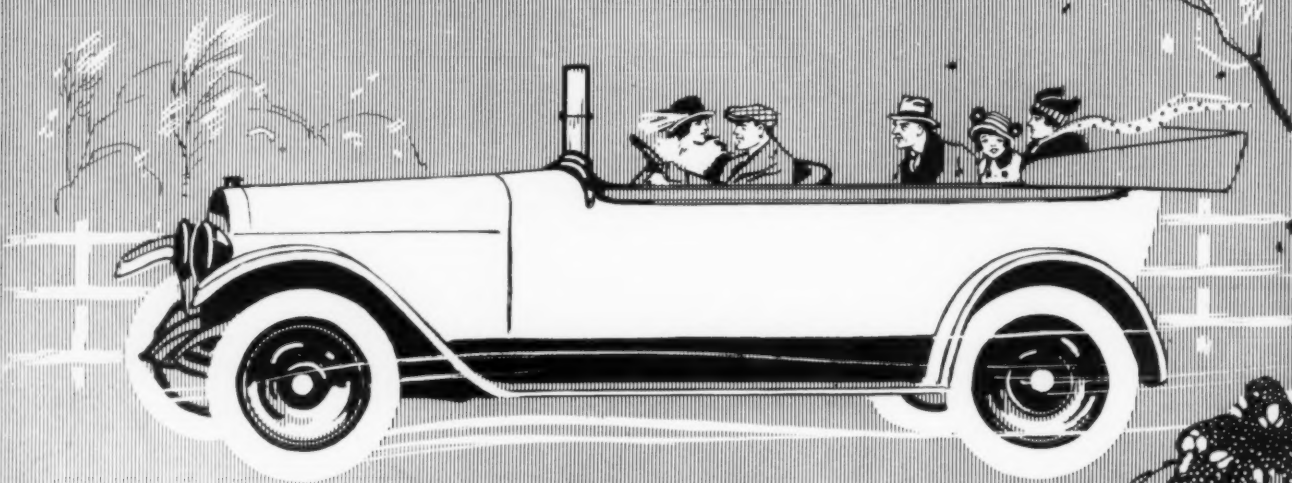
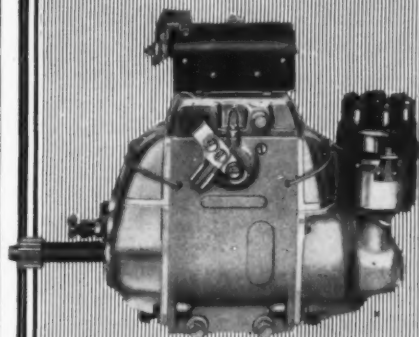
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LESLIE'S
ILLUSTRATED WEEKLY NEWSPAPERThe Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855EDITED BY JOHN A. SLEICHER
"In God We Trust"

CXXII

THURSDAY, JANUARY 6, 1916

No. 3148

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SUBSCRIPTION OFFICES: Main office—Brumwick Building, 225 Fifth Avenue, NEW YORK. Branch subscription offices in thirty-seven cities of the United States. European Agent: Wm. Dawson & Sons, Ltd., Cannon House, Breems' Bldg., London, E. C. England.

Subscriptions for all the publications of Leslie-Judge Company will be taken at regular rates at any of the above offices. Annual cash subscription price \$5.00.

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Men who own the costliest cars, on the other hand, buy Goodyears because there isn't anything above or beyond them to buy.

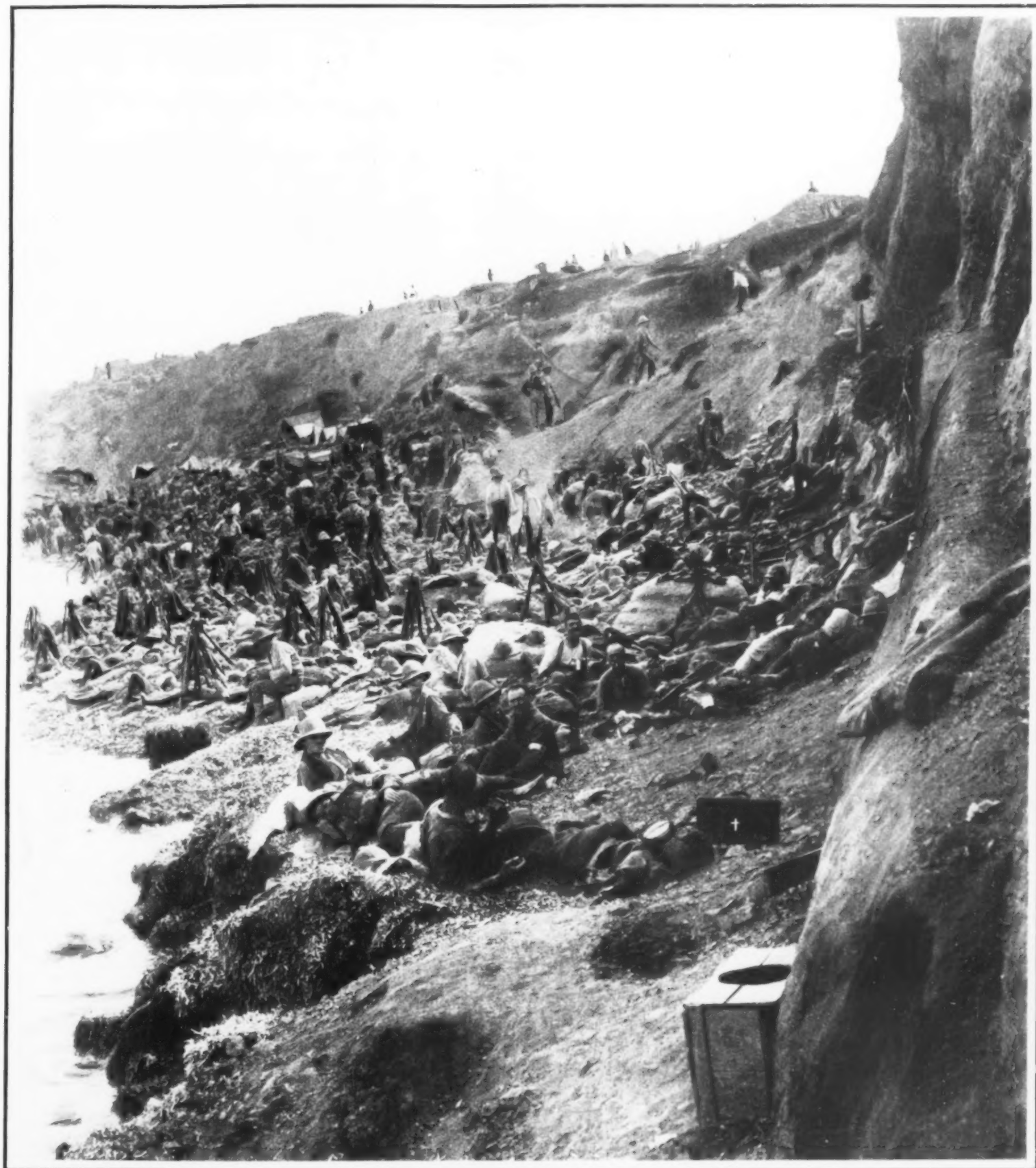
The Goodyear Tire & Rubber Company
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The Goodyear Conquest of America San Francisco

THIS view of Market Street in San Francisco gives an idea of the teeming activity of the California metropolis. Motor cars are thick in the principal thoroughfares; and a careful census taken Sept. 1, 1915, shows that Goodyear Tires top all other makes by a pronounced margin. One-fifth of all the cars in San Francisco are tired with Goodyears.

GOODYEAR
AKRON
TIRES

BRITISH LEAVE SUVLA BAY



A VIEW OF THE ALLIED ENCAMPMENT ON GALLIPOLI, WHICH HAS BEEN EVACUATED

The official announcement by the British government that the Allied forces had been withdrawn from Gallipoli, except at Cape Helles, the extreme tip of the peninsula, came as a surprise, although it had been known for many weeks that the forces there were deadlocked and had no hope of progressing farther. The withdrawal from Anzac and Suvla Bay was made with a total of only three casualties. The Turks were evidently unaware of the movement until it was nearly completed. After the British announcement was made, Constantinople claimed to have driven the enemy into the

sea. It is supposed that most of the men from Gallipoli will be sent to Salonika after a short but well-earned rest. The official statement is that they will be "transferred to another scene of action." The presumption is that the force at Cape Helles will be strengthened and left to hold the entrance to the Dardanelles. The nature of the country does not make it probable that "another Gibraltar will be created there," but if the position can be held during the war it will partly offset the unexpected success of Turkey in resisting the attack of the Allied armies and navies.

EDITORIAL

LET THE THINKING PEOPLE RULE!

A NEW YEAR PREACHMENT

FEAR and love are the dominating passions of the human mind. If there were no fear of punishment, anarchy would prevail. But for the love of God in the human heart, not a church would be open.

Service from fear is never helpful. It leads to evasion and deception. It breeds the thief and the liar. It discounts loyalty and banishes fidelity forever.

Fear is the companion of distrust and the father of despair. It is as far removed from love as pole from pole. Fear never lifted a life nor saved a soul.

The rule of fear is temporal. It lasts as long as its victims feel that protest is useless and rebellion impossible. But even the slavery of fear has an end, for "the worm will turn."

Love is the opposite of fear. Its dominion is wider, its scope universal. It reflects the brightness of the sun and the soft glow of the moon.

A gentle woman's love leads the strongest captive at her feet. Parental love safeguards the children and lays the foundation of religion and patriotism, and the love of God rules the world.

Is there no lesson at the opening of the New Year in these thoughts to the preachers of hatred who are poisoning the minds of the impressionable through the yellow press and sometimes from the pulpit as well as from the soapbox?

Has the nation nought to fear from the ranting demagogues on the stump and the barrelhead? Is there no call to the churches of all denominations to meet the challenge of those who preach the gospel of hatred?

Can they not try, at least, to meet it as it was met twenty centuries ago by Him who preached the gospel of love on the shores of Galilee while he fed the hungry multitudes that demagogues would starve?

PEACE IN 1916

THE world was never more ready to ring out an old year than it was to bid good-bye to 1915, packed as it was from beginning to end with the tragedies of history's greatest and worst war.

Fortunate dwellers in a neutral and peaceful land may give the customary salutation—Happy New Year—but 1916 will not be a happy year unless it records the ending of the strife and the ushering in of a peace which shall be permanent because corner-stoned upon justice and righteousness.

Racial hatred has been engendered among kindred peoples now slaughtering one another. The echo of this deadly hate, alas, has been heard here in America and throughout the world.

How long the war shall last, or to what limits it may yet go in violating the moral sense of humanity, the wisest are unable to say. In presence of the base passions let loose abroad, it is the more incumbent upon the people of the United States to possess their souls in patience, and to keep their hearts free of hatred toward those on either side in the frightful conflict.

This is the best New Year's resolve. Peace is the most ardent hope for the New Year.

TWO TRUTHFUL LETTERS

THE New York *American*, with great glee, prints two letters conspicuously on its editorial page. One is from Princeton University, April 9, 1907, signed Woodrow Wilson and addressed to an eminent corporation attorney. It thanks him for a copy of his address before the board of directors of a railroad and says: "I have read it with relish and entire agreement. Would that we could do something at once dignified and effective to knock Mr. Bryan once for all into a cocked hat." (Incidentally, this has been done in a manner "at once dignified and effective.")

The second letter our esteemed contemporary exploits is by W. G. McAdoo, now Secretary of the Treasury and son-in-law of President Wilson, and is dated June 14th, 1907. It is addressed to the then President of the New Haven Railroad, Mr. Charles S. Mellen, and it compliments him "on the progress you are making toward the acquisition of the Boston and Maine Railroad." It adds: "I do

THE WORLD OUTLOOK FOR 1916

BY FRANK A. VANDERLIP, NEW YORK

THE whole world in 1916 is looking expectantly to the United States. This is the richest country in the world in liquid wealth, and in equipment for the production of everything the world wants, either in war or in peace. It has the instinct and experience of growth. We know how to expand. Our industries have practically doubled their output in ten years. And now we are the only great industrial nation at peace, and able to give our energies to production and to building-up, while the rest of the world is wasting and tearing down. There ought not to be an idle man in the United States for years to come, and if we could have a good organization and good understanding with ourselves, and work to a common purpose, there would not be one.

not see how any broad-gauged and progressive man can take any other view than that it will be beneficial to New England. I am enough of an optimist to believe that the country will sooner or later—although I fear later than sooner—realize that the leadership of the Pharisees who have been in control for some time is not the unmixed blessing that so many now believe it to be."

This is the same New Haven railroad that the present administration is endeavoring to "bust" because of its acquisition of the Boston and Maine and other properties. We take this opportunity to give our highest approval to the expressions of unbiased opinion by Mr. Wilson and Mr. McAdoo before they were called into their present spheres of influence at Washington. The thoughtful people of the country will not find fault with either of the letters. They will commend the good sense that inspired them.

To make a real sensational hit with letters of public men, they should be stolen letters. We need hardly remind the *American* of this fact.

HOW OUR RULERS RULE

SENATOR GORE of Oklahoma introduced a bill to regulate the Stock Exchange. It was shelved. Of the 1,000 National Banks recently certified as levying usurious interest, 300 were in Oklahoma!

A New York Alderman-elect a week after his election was indicted on a charge of bribery.

A former Mayor of Rensselaer, N. Y., has just been sentenced to a year and four months in state's prison for threatening a woman's life.

A police justice in Yonkers, N. Y., sentenced a stalwart chicken thief to enlistment in the U. S. Navy, and Secretary of the Navy Daniels entered a vigorous protest.

The wife of U. S. Senator Hollis of New Hampshire has been granted a legal separation from her husband, the possession of her daughter and monthly alimony of \$340.

Mayor Thompson of Chicago says the police department of that city is absolutely rotten and honeycombed with grafters that protect thieves, pickpockets and murderers.

The Mayor of a popular New Jersey coast resort is a candidate for re-election on a platform freely translated as "Booze, gambling, and a wide-open town and to hell with hypocrites."

Mayor Blankenburg of Philadelphia was recently asked to make a wife and daughter behave more respectfully to the husband, to stop roosters from crowing at night, to find a wife for a man in Canada, and to keep women from running after a complaining woman's husband.

Senator Tillman of South Carolina opposed the stamp on bank checks on the ground that "every time a man wrote a bank check he would have to lick a stamp and curse the Democratic Party." Bank checks are engraved with the stamps upon them and therefore require no licking.

Let the thinking people rule!

THE PLAIN TRUTH

GRAPE JUICE! We observe that the eminent Dr. Wiley, with that freedom of speech in which he sometimes explodes, recently warned the public against over-indulgence in grape juice. The United States claims the honor of having made this delicious temperance drink the most popular of its kind in the world. The super-abundance of the grape crop in various parts of our

country suggested the utilization of grapes in providing a wholesome, attractive and innocuous beverage, free from intoxicating influence. The consumption of grape juice in the United States far exceeds that of cider or any other temperance drink, excepting soda water, and is constantly growing. We presume that one might drink too much lemonade or even too much water under certain conditions, just as one might over-eat, over-sleep, or over-work, but it would take more than Dr. Wiley's dictum to diminish the constantly increasing demand for one of the most attractive and satisfying liquid refreshments nature has provided, and we'll leave it to Brother Bryan.

WATTERSON! The day of the eminent editor with nation-wide fame and influence is rapidly passing. Few of them remain. Among all the great newspapers in New York City, only one, the able and influential *Herald*, still bears, at its head, the name of its progenitor. Conspicuous among the surviving editors of the old school is Colonel Henry Watterson whose name is always associated with the success of the *Louisville Courier Journal*, the most vigorous spokesman of the South. The celebration of their golden wedding by Colonel and Mrs. Watterson, on December 20th, brought them a flood of congratulatory messages from every part of the country. Colonel Watterson has been a fighting editor during all of his career. He has fought so fairly and bravely that even those who have suffered from his vitriolic pen have felt profound respect for his sincerity. The South has had no truer friend than Henry Watterson. Nor has his influence been confined to one section. It has risen beyond the plane of sectionalism to that of the highest patriotism. In the salutations pouring in upon him we heartily join.

WILSON! Brother Hearst is determined that President Wilson shall not be renominated. Hearst is for Champ Clark who would have been nominated at Baltimore but for Bryan's perfidy. Hearst's newspapers are declaring that Wilson's friends are fearful that with the Republicans once more united, and with the bitter opposition of the Germans to President Wilson, the latter cannot be elected. It fears, also, Bryan's growing opposition to Wilson, based, to some extent, on the platform declaration in favor of one term and Mr. Bryan's statement that any Democrat who repudiates his platform "is no better than a traitor." Mr. Hearst thinks that the German vote in Tammany Hall would lose New York for Wilson by 100,000 and that the same vote would defeat the President in Indiana, Illinois, Ohio and Missouri, and without these States his cause would be hopeless. Brother Hearst has never shown particular fondness for President Wilson or for the latter's administration, but he may as well save his powder, for the President's renomination is assured, if he will accept it. He is entitled to a renomination because no Democratic President has been a stronger partisan than Wilson. He ought to be renominated and we hope he will be. The election will be for the people to decide. They are getting ready.

ROOSEVELT! It is not surprising on the eve of the Republican National Convention that the attitude of Mr. Roosevelt toward that party is being freely discussed. What Mr. Roosevelt intends to do will be announced in his own good time and in his own way, as has been his custom. The fact that Judge Gary, of the Steel Corporation, had Colonel Roosevelt at a private dinner and that the guests included a number of captains of industry and finance, one or two of them Democrats, signifies no more than the customary hospitality of the eminent citizen who is at the head of our greatest industrial corporation. The statement from an editorial friend of the ex-President that Colonel Roosevelt stands ready to support Justice Hughes, of New York, ex-Senator Knox, of Pennsylvania, or ex-Governor Hadley, of Missouri, if any of these should be nominated at Chicago, corroborates the report previously circulated that the Colonel would refuse to endorse any candidate who played a conspicuous part in the Taft Convention of 1912. The statement that Mr. Roosevelt will accept only a ticket on which he shall have the privilege of naming the candidate for second place is afloat, but this does not sound like the Colonel. He is a first place man. One conclusion seems to be established and that is that the Republican Party will go into the next campaign more nearly unified than seemed possible a short time ago. So far as the Progressive Party is concerned, its membership, according to the returns of the last election, has been so completely dissipated that it is now reduced to a corporal's guard. The Colonel is not a corporal.

WHOM WILL REPUBLICANS CHOOSE?

BY THOMAS F. LOGAN

AMONG nearly a score of men who have been mentioned as potential candidates for the Republican nomination for President five stand pre-eminent. They are Elihu Root, of New York; Charles E. Hughes, of the same State; John W. Weeks, of Massachusetts; Theodore E. Burton, of Ohio, and Philander C. Knox, of Pennsylvania. To these might be added a sixth possibility, Charles W. Fairbanks, of Indiana. The first five names might be accurately described as the best Presidential timber in the Republican party, and a consideration of their qualities is of interest now, when the Republicans have set the date of the national convention as June 7th, and the place as Chicago. It might be noted, in passing, that Theodore Roosevelt is quoted as saying that either Hughes or Knox would be acceptable to him; he also named Ex-Governor Hadley, of Missouri, who has not been prominently considered as a candidate.

Some salient facts about the five men from among whom many acute observers predict the Republican candidate will be selected are here given.

ELIHU ROOT

Although past the age of threescore years and ten, Elihu Root today is at the very zenith of his career, and is in full mental and physical vigor. He is one of the greatest lawyers and statesmen ever produced in America. Theodore Roosevelt, when President, described him as the "ablest man in public life." He has been Secretary of War and Secretary of State. The army came nearer to being a modern war machine under his administration in the War Department than it has been at any time since. His handling of foreign affairs when head of the State Department won the admiration of the world. He is one of the leading advocates of peace; yet, if he were President of the United States, the international rights of the nation would be guarded with a firm hand. As Senator from New York, his addresses illuminated most of the public questions of the day. While he has been the attorney for many large corporations, earning more than \$100,000 a year from his practice, he has never hesitated to sacrifice his income in order to serve the government—against the corporations when justice dictated such a course. No man has ever questioned his unyielding loyalty to his country. Mr. Root is soft-spoken, cultured and kindly. He has a sense of humor that frequently takes the form of satire. In the Senate, he was regarded as the nation's foremost statesman.

CHARLES E. HUGHES

It has been said that if Charles E. Hughes, once Governor of the State of New York and now Associate Justice of the Supreme Court of the United States, would permit the use of his name in connection with the Republican nomination for the Presidency, he would have little opposition for that honor. Admittedly one of the strongest men mentioned—and mentioned most frequently in all sections of the country—he nevertheless would encounter the opposition of those leaders who feel that his unyielding disposition might disrupt the party organization. Justice Hughes may well be described as a militant statesman. It was he who started the reform of big business by his energetic inquiry into the large insurance companies of New York, as counsel for the commission which made the investigation. He believes in Republican principles. He is a protectionist. He differed with the leaders of his party in New York, holding that the Governor was the real leader of the people when he occupied that office. His insistence upon legislation eliminating gambling from race tracks won him some enemies in New York, but whenever a fight of this kind confronted him he carried his argument direct to the people. It was Charles E. Hughes who really discovered the latent power of the people; who found that the people were mightier, by far, than any bosses possibly could be. He is rather unbending and cold. He is not

the kind of a man to whom a politician could talk "practical politics" with ease. His idea of practical politics is to "tell your troubles to the public." Since his elevation to the Supreme Court he has seemed more aloof; and he has made it plain that he does not care to have his name used in connection with the Presidency. History fails to record a single case where any man actually tendered the nomination ever refused it and it is wholly possible that

every question, but when some mooted point was under discussion he clarified it in a few words. When he made a set speech on an important subject, he frequently accomplished that rare feat of changing votes—in a body where speeches rarely change a single vote. He left the Senate at President Taft's request to become Secretary of State and served to the end of Taft's term with great distinction. He is in favor of adequate military defense. He is a protectionist. He is regarded by some of the shrewdest politicians in Washington as the real "dark horse" of the 1916 Republican convention. It is doubtful whether he will have any delegations pledged to him. The Pennsylvania delegation is more likely to be committed to Governor Brumbaugh.

THEODORE E. BURTON

Ohio, unless she misses her opportunity, will present to the Republican convention in 1916 the name of former Senator Theodore E. Burton as her candidate for the Republican nomination for President. Former Senator Burton has a good chance to win the nomination. He is a profound student of public affairs. Of the five men who are in the lead in the race for the nomination, he is the only bachelor. He is an able debater and is master of every subject that he undertakes to discuss. Burton it was who made the two big fights—one in the last session and the other in the previous session—which resulted in the appropriations for rivers and harbors being cut in two, the appropriations that were eliminated coming under the heading of "pork." If he were elected President, financial efficiency would be the order of the day. He has made a study of economy and efficiency. He is an expert in finance, like Senator Weeks. He gave support to President Wilson's foreign policy, which is the one argument used against him by Colonel Roosevelt and others. There are some who have the impression that Senator Burton is a little too cold, but as a matter of fact he is very loyal to his friends. He is a man to be feared in a legislative fight, because he knows his subject so well. As President, he would be ruthless in the elimination of waste, probably saving the country millions of dollars annually. He is backed for the nomination by considerable sentiment in the West and the respect in which he is held in the Senate doubtless will be of considerable help to him. So far as foreign affairs are concerned, there is confidence among all those who know him that this country would be in safe hands, and while his conservatism in such matters may bring him the opposition of some, it will gain him the support of a greater number.

Many other Republicans prominent in their own states are mentioned. After Mr. Fairbanks, who is, perhaps, the leading one of these favorite sons, one hears the name of Senator William E. Borah, of Idaho, most frequently. Mr. Borah was clever enough to stay in the Republican party in 1912 and yet to retain the good-will of the Progressives. He is an able man, but comes from a state that is too small to be much of a factor in the election. Enthusiastic friends have started an incipient boom for William Hale Thompson, Mayor of Chicago, but it has not gained much momentum. Myron T. Herrick, of Ohio, former Ambassador to France, is also mentioned.

Outside of political circles the suggestion is being made with significant frequency that the Republicans would do well to consider the nomination of a man of conspicuous business ability who has not been prominently identified with politics.

Many of the problems to confront the next administration will be of a distinctly business nature. It is semi-authoritatively stated that Colonel Roosevelt will give his support to any nominee of the convention who was not prominently connected with the convention of 1912. This clears the way for a united Republican party in 1916.



PHILANDER C. KNOX



CHARLES E. HUGHES



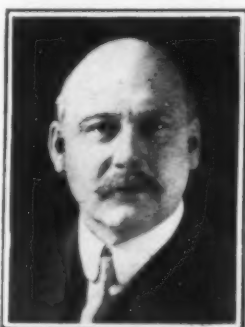
ELIHU ROOT

JOHN W. WEEKS

Thousands of men in the United States believe that what the United States needs at the head of its government is a level-headed business man. Senator John W. Weeks, of Massachusetts, is that—and much more. At the age of fifty-five his education and training have equipped him completely for the Presidency. In that office, his success in dealing with Congress would be equal to President McKinley's. With all the necessary qualifications of statesmanship, Mr. Weeks has certain special qualifications which are of the greatest interest at this particular time. If he were President, it is certain that the United States would have a large and efficient navy. He graduated from the United States Naval Academy in 1881. He served as an officer in the Navy for three years. Later he served in the volunteer navy during the Spanish-American war. He has had executive experience, having been Mayor of the city of Newton, Mass. He was a member of Congress from the Fifty-ninth to the Sixty-third session and came to be regarded as the ablest man in the House. He was elected to the Senate January, 1913, and in two years became one of the most forceful leaders on the Republican side. He made a success of the banking business. He is an expert in finance. As an evidence of his independence, he voted for the Democratic Banking and Currency bill, saying that there was more merit than evil in it and that at least it was an improvement upon the old system. As an expert in naval affairs and finance, it is certain that there would be an excellent administration of the Navy and Treasury Departments. He is for peace, but believes in an adequate army and strong navy. He is one of the few men—even in Congress—who really understand the tariff and he is a protectionist. At the present time, it looks as though all New England would be pledged to him, and that several Western States will fall in line. The Progressives regard him with considerable favor. He would give the United States the best business management it has ever had and foreign affairs would be handled with a safe, constructive touch.

PHILANDER C. KNOX

No other man in the Republican party, with the exception of former Senator Root, has had greater training in statesmanship than Philander C. Knox, of Pennsylvania. He, too, was a "corporation lawyer"; yet, when President McKinley invited him into his Cabinet as Attorney General, it was Knox who, for the first time in many years, made the Sherman law effective. It was Knox who started the famous Northern Securities case. He served the government of the United States with the same skill and vigor which he had used in behalf of those who had previously engaged him as a lawyer. Few men have had greater vision in public affairs than Mr. Knox. His victories as Attorney General of the United States were almost continuous. When Roosevelt succeeded McKinley, he reappointed Knox, who served under him until he was elected to the United States Senate toward the end of the Roosevelt administration. His appreciation of public questions, as a member of the Senate, won him the admiration of all the members. He was not one of those who talked on



JOHN W. WEEKS



THEODORE E. BURTON

LAST STAND OF

BY JAMES H. HARE.



THE SERBS KEPT THEIR PRISONERS OF WAR

These are Austrians captured in the earlier fighting, and held in Monastir with their "Kamrade," a donkey. The Serbs, in retreating, took many prisoners with them, and more than 30,000 were transported to France. Large numbers escaped.

OLD MEN AND BOYS

When Serbia prepared to resist the Teuton-Bulgar invasion, the entire male population went into the army. It was impossible to provide uniforms for all the recruits and many of them were without arms and could be used only in digging trenches and transporting supplies. They were good material but poorly organized, and it is not surprising that they were unable to stop the steam roller of Mackensen and the rush of their Bulgarian enemies. Mr. Hare left Monastir, the Serbs' last important town, just before communications were cut off.



SERBIAN VOLUNTEERS AT ROLL CALL

These were some of the many for whom no weapons could be provided, but they were organized to carry supplies. Often they picked up guns of dead comrades and joined the fighting.



SERBIAN OFFICERS ENJOYING A LITTLE LUXURY

The pile of hay was a better bed than they had been accustomed to for many weeks, and they made use of it for a

short rest. Even the officers were unable to get sufficient food and supplies during the last weeks of the campaign.



CHILLY, BUT NECESSARY

November morn in the Serbian camp. The only facilities for washing were afforded by the streams. After leaving Monastir on the retreat the Serbs pushed through the mountains to Albania. Their enemies allege that 25 per cent. died of exposure.

GALLANT SERBS

STAFF PHOTOGRAPHER FOR LESLIE'S



MORE AUSTRIAN PRISONERS

Some were willing captives. In the Austrian ranks were many men of Serb blood, who fought against their kinsmen with reluctance. They were trusted by their captors and allowed to work in arsenals, refitting damaged weapons.



"JIMMY" HARE IN MONASTIR

A picture taken at Monastir November 14, 1915. Wherever military men gather "Jimmy" Hare is known, for he has pictured every war of importance since 1898. His white hair and beard belie him, for there is no younger man at the front, and no man who is more welcomed by officers and men. In the Balkans he has met many friends of the Balkan wars of three years ago. He stayed in Monastir and vicinity until the evacuation of the town was under way, when he was warned by the Serbians to leave for Greek territory.



TRENCH DIGGERS ON THEIR WAY TO WORK

"Everybody works in Serbia," writes Mr. Hare. At Monastir the civilian population, including women, dug trenches. German correspondents with the invading army report many Serbian women dead on battlefields.



TURKEY BOWS TO SERBIA

Monastir was taken from Turkey in the Balkan war and many of the inhabitants are Turks. When the Serbian army entered they sought to placate the soldiers.



VIEW OF MONASTIR FROM A MINARET

It is a picturesque old city, the architecture being a strange mixture, with the Turkish influence predominating. The tall, white towers are minarets of mosques. When Mr. Hare was there he found provisions scarce, and the city overcrowded.

THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER

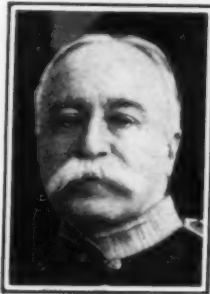
OUR SPLENDID ISOLATION GONE

THE big question before Congress is that of preparedness. The strongest and most detailed report on the subject is by the War College. Our "splendid isolation," once our protection, has gone through the advent of the submarine, the aeroplane and wireless telegraphy, and the ease and swiftness of ocean transport service. The War College experts have figured out to the day the force and equipment each of the great powers might land upon our shores, were the American navy to be defeated. Within 15 days Germany could land a fully equipped force of 387,000. After that she could pour in 440,000 troops every 30 days. It would take Japan just 22 days to land 95,745, while each 41-day period after she could send 142,622 men. The report points out that our two abiding national policies are the Monroe Doctrine and the policy of avoiding "entangling alliances." "To maintain these," it argues, "a co-ordinated policy of land and sea defence must be evolved." The War College experts call for the creation of a regular army of half a million and a million Continentals. The Continentals would be superior to the present militia, as half their number would be under training three months a year for three years, and the other half would be on furlough, subject to three months' additional training before taking the field. The strongest feature of the report, however, is that which calls for the creation of a standing army of half a million, in the course of eight years, by means of an eight-year enlistment, two years to be spent with the colors and six in reserve. The annual cost of the War College plan would be \$319,473,000. This led to the modified plan which Secretary Garrison has presented to Congress with the backing of the Administration. The Garrison plan would cost \$182,234,000 a year, but the question arises, would this be true economy in view of its comparative inefficiency? Dr. David Jayne Hill, former Ambassador to Germany, speaking on "National Defense" at a dinner given by the Economic Club of New York City, declared that "reasonable means of defense, governed by a pacific policy, would make for peace in spite of all that might be said against armament as provocative of war." On the same occasion Rear Admiral Robert E. Peary advocated the adoption of the Swiss system of military training, which would enable New York State alone to put quickly into the field 1,000,000 men. Senator Works of California sees a Japanese peril on the Pacific Coast and is urging the enactment of a bill to establish there a permanent army reserve of 200,000 men. The Senator says there are now in California alone 30,000 trained Japanese reservists, while in all the Coast States there are only 8,000 American regulars and 5,000 militiamen.

THE NAVY COMES FIRST

THE one thing which to-day stands between Britain and destruction is the British Navy. For many years England has realized that the very existence of the empire depended upon the supremacy of the British fleet, and on the principle that at all times it should be the equivalent of the fleets of the two nations next in rank in sea power, it has steadily been strengthened. For years the accepted theory of naval strength of the United States, if there has been any theory, has been to be content with a navy second to that of Great Britain. And yet our navy would have to guard 21,000 miles of coast line on two oceans. In a letter to Congressman A. P. Gardner of Massachusetts, Admiral Dewey advances a new standard of naval development equal to our need. He declares that the only thing that can prevent the landing of a

hostile force at numerous places on the Atlantic Coast is a navy "strong enough to meet on equal terms the navy of the strongest possible adversary." A few days later was published the report of the General Board of the



ADMIRAL DEWEY
Who advocates a navy for the United States strong enough to meet any in the world.

Navy, of which Admiral Dewey is the head, recommending a program that would give the United States a fleet as large as that of Great Britain by 1925. These recommendations were sent to the President last July, and are only now made public. The greatest need of our navy, according to ex-Secretary of the Navy George von L. Meyer, is a "brain," a competent directing organization comparable to the German General Staff. In his article in *The Yale Review* the ex-Secretary takes issue with President Wilson's Manhattan Club speech in which the President said that all that was needed was to

"hasten our pace in the policy that we long have been pursuing." He points out that since the present policy has resulted in "an unbalanced fleet, unseaworthy submarines, innumerable and unnecessary naval stations, shortage of ammunition and personnel, and an archaic organization in the Naval Department at Washington," a complete reorganization of policies, with the creation of a central board charged with the preparation of the fleets for war and their conduct in war, is the first essential to the establishment of an adequate defence. Ridiculing the idea that there could be a permanent Monroe Doctrine without preparedness, Prof. Albert Bushnell Hart of Harvard University, speaking at the Clark University Conference on the European War, declared the doctrine to be "simply a dream unless it is a fixed policy of a great nation, backed up by sufficient force to make it respected." Speaking of the necessity of protecting the Panama Canal he said, "Whatever else the United States may leave unprotected, it would be a crime to leave any doubt of its ability to hold the Canal against any unexpected attack."



F. C. PENFIELD
Who represents the United States at Vienna, and who is handling the *Ancona* incident from that end.

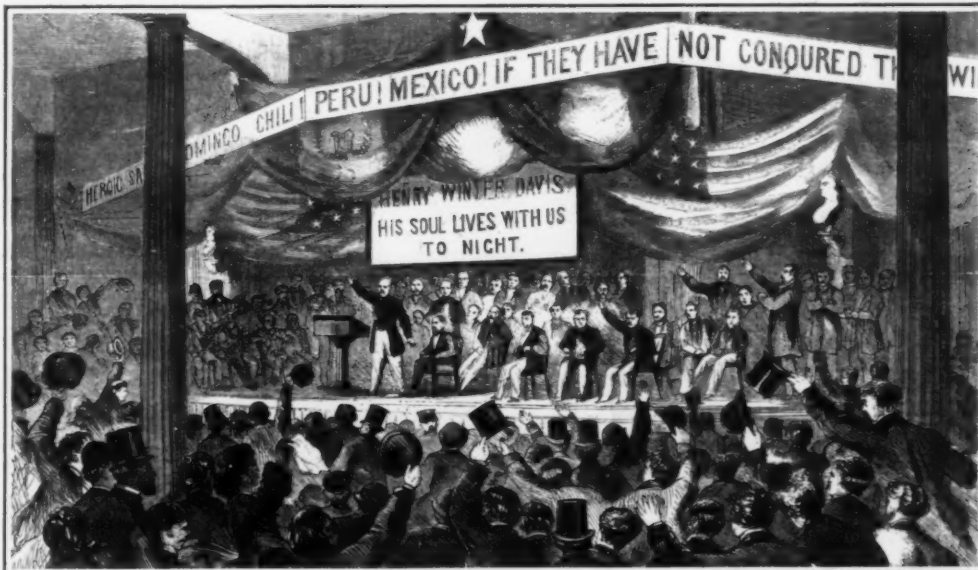
PEACE PROSPECTS IN MEXICO

TWO events of first importance to Mexico have occurred recently: the appointment of an American Ambassador and the elimination of Pancho Villa. In selecting Henry P. Fletcher, Ambassador to Chile, for transfer to Mexico City the President has the approval of all parties. Mr. Fletcher is accredited to a government that exists only in a nebulous form, and will find from the first a multitude of vexatious problems growing out of four years of anarchy. The important thing is that the United States is again officially represented in Mexico and that the era of personal agents, special emissaries and international social uplifters has, presumably, passed. The present is a favorable time for the change since the elimination of Villa leaves Carranza with but one formidable opponent in the field, Zapata, who has been strangely inactive of late. It may be feared, however, that he still will find "loot" sufficient to justify the continuance of his patriotic efforts. Villa, in the proclamation, obviously written by his American press agent, in which he announced that he

was through fighting, frankly admitted that patriotism is no longer profitable for his followers. He said: "That the men surrounding me were self-seeking and were traitors to the cause of Mexican liberty I cannot help. They will fight no longer for they see no more money in sight." These self-seeking followers are making their peace with the Carranza faction. That Villa is a self-sacrificing and incorruptible patriot is shown by his transfer from Juarez to El Paso of 2,000,000 pesos of coin minted by his government from stolen bullion. The *New York Times* calls his proclamation "A Dubious Valedictory," and doubts that he will, as he says, either go to Spain to become a student or remain in the United States as an advocate of peaceful measures of reform. "Villa," it says, "no longer either Constitutionalist or Conventionalist, may yet appear, armed on horseback, as the militant leader of some other variety of Mexican patriotism." For the time being, however, he is not a factor in the affairs of his native country. It is less than three years since he rode across the border on a "borrowed" horse and with a pair of pistols as his sole possession to "free Mexico." He has freed many rich Mexicans from their wealth and a multitude, rich and poor, from the bonds of life. It is well to bear in mind that the followers of Carranza are of the same type as those who called Villa chief.

BACK your charge, was, in effect, Austria's answer to our first communication on the *Ancona* sinking, called by the Austrian press an "uncouth note." "We shall be very much astonished," says the *Paris Figaro*, "if the American government does not reply to the Austrian note by simply instructing Ambassador Penfield to ask for his passports, and by handing his passports to the Austrian charge at Washington." But the American government responded by a reiteration of its demands, and rested its case on the

official report of the commander of the submarine that sank the *Ancona* holding that no further evidence is needed to show wilful violation of the recognized laws of nations and disregard of humane principles. "From the beginning," says the *Nieuwe Courant* of The Hague, "we never believed that the United States would allow matters to proceed as far as hostilities with Austria." The *Cologne Gazette* says "that the sending of a second note by the United States opens the way toward a peaceful, amicable adjustment of the quarrel." Count Tisza, Premier of Hungary, scouts the idea of trouble with America. The Austrian press professes to find the tone of the second note more friendly than that of the first.



AMERICAN ZEAL FOR THE MONROE DOCTRINE

Large and enthusiastic meeting held at Cooper Institute, New York, January 6, 1896, to express public sentiment on the Monroe Doctrine. The gathering was due to the intervention of France in Mexico and the forcing of Maximilian on that country as Emperor, and to the oppressive action of Spain against San Domingo, Chile and Peru. The platform was decorated with the ensigns of the United States and Mexico. There was a mourning transparency in memory of Henry Winter Davis, a great advocate of the Monroe Doctrine, and a long streamer bore the inscription: "Heroic San Domingo, Chile, Peru, Mexico! If they have not conquered, they will conquer." William Cullen Bryant, the poet, presided and resolutions were adopted demanding enforcement of the Monroe Doctrine by arms if necessary.

James M. Beck, Ex-Assistant Attorney General of the United States, issues a warning that even the biggest navy would not necessarily prevent invasion.

WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

REPUBLICANS ON THE AGGRESSIVE

THE object of the Republican National Committee, in fixing June 7 for the Republican national convention at Chicago, is to put the Democratic party clearly upon the defensive. There is a certain advantage to be obtained in holding a convention after the opposition has drafted its platform, but the Republicans have discarded this advantage in order that they may provide a clean-cut issue. A programme for the industrial, financial, and military problems of the United States will be mapped out at the Republican convention. The leaders of the Republican party say that President Wilson's programme is wholly inadequate. He has described the dangers that confront the United States but has failed to suggest a real remedy for them, owing to the fact that he feels it necessary to avoid the admission that a protective tariff would solve most of the problems confronting the country. The Republicans in their platform will point out that a protective tariff will solve the dumping evil, while a preferential tariff will result in the upbuilding of our merchant marine. They will argue that protection will solve the dyestuffs shortage; that it will provide sufficient revenue to run the Government even under a programme for increased national defense. This is to be the big issue in the Republican platform, and there is to be a vigorous attack upon Democratic policies, including the handling of foreign affairs, and the financial and industrial management of the nation under Democratic control. The field for candidates for the Republican nomination is still open, but William Barnes, Jr., is credited with the statement to fellow members of the National Committee that if no nomination is made by Saturday, the convention beginning on Wednesday, Justice Hughes of New York will be named by acclamation.

PATRIOTISM AND RECRUITING

IN the discussion of the bigger army programme, members of Congress have shown some concern as to whether it would be possible to obtain the large number of men called for in the Administration programme. They point out that there has been difficulty even in maintaining the army at its present size. This is no reflection upon the patriotism of young Americans, however. They are always ready to fight for their country in times of war, but they show a natural disposition to remain in civil life in peace. As a matter of fact, nearly all nations experience little trouble in obtaining all the fighting men they want when war begins. Germany has compulsory service, but it is known that many of her citizens volunteered even before they were called out. What has happened in France is exemplified by the career of Count Vladimir de Pelleport. The Count had numerous relatives in this country, his grandfather being an uncle of Admiral du Pont. Count de Pelleport for many years lived the life of a country gentleman in his chateau at Champlevrier, near Luzy, Department of the Nièvre, in the company of his step-children and grandson. At dawn the next morning after the call to arms he set out for Autun, where he enlisted as a private soldier in the 29th regiment of infantry of the line, many of his comrades being his juniors by 40 years. A few days later he left with his regiment for the Alsatian frontier, and had his first encounter with the enemy on the 16th of August, 1914. On the 25th, he fell mortally wounded on the battlefield at Saarbours and died two days later in Germany. The official orders in which his death was announced read: "Pelleport gave a most striking example of patriotism in enlisting for the war at the age of 59. While serving in all the operations incident to the opening of the campaign, he was admired by everyone for his endurance, his eager interest, and the beauty of his character. At Saarbours, on the 25th of August, he dashed forward to the charge with the foremost of his com-

pany, when his thigh was broken by a shell, which occasioned his death." Thus fell the head of one of the oldest French families, whose representatives for centuries had distinguished themselves on the battlefields of their country.



F. B. HARRISON
Governor General of the Philippines, whose administration has been severely criticized.

LUMBER INDUSTRY CALLS FOR HELP

THE higher function of the Federal Trade Commission, constructive service to business, will find abundant field for exercise in the consideration of the lumber industry, which the committee has been investigating at the request of the lumbermen for several months. Recently, leading representatives of the lumber industry, headed by President Robert B. Downman of New Orleans, of the National Lumber Manufacturers' Association, came to Washington and joined with the members of the Federal Trade Commission in an

all-day conference. The lumbermen informed the Commission that their industry, although one of the largest in the country, employing nearly 1,000,000 men, was in a bad way. They pointed out that there is destructive competition which hurts everybody. In 1909 there were 486 saw-mills operating in 25 States. There were 286 individual mill owners, and 700,000 employees. In 15 States lumber is today the chief industry. When there is little demand for lumber, all the mills try to keep on operating, and there is no attempt to regulate the business. There is no co-operation to prevent waste, although it has been calculated that only 35 per cent. of the tree is applied to use. It was shown that in the distribution of the money paid to build a house costing \$3,500 the lumberman gets only \$380, out of which he pays his help, his various over-head charges and the cost of supplies. It was likewise shown that an advance of \$5 per thousand in the cost of lumber for a house would give the manufacturer an increase of 26 per cent. in his return, yet would raise the cost of the finished residence only \$100. What was needed, however, was greater co-operation and less destructive competition. Yet neither of these objects can be attained because of the doubts which exist in the minds of lumbermen as to their right under the Sherman law to get together. The lumbermen did not suggest a remedy.



COUNT DE PELLEPORT
Who, at the age of 59, enlisted in the French Army and fell at Saarbours.

the financing of the trade of the United States and South America; the development of water power so that nitrate industries may be established in the United States; the amendment of the Sherman law so that manufacturers may pool their interests for the foreign trade, thereby preventing the dissipation of their own strength in foreign competition; protection of American industries and wages; the readjustment of laws regulating the railroads so that they may have better financial facilities for development, and, finally, the question of immigration. Of these various problems, immigration is one of the most complex. Upon it may depend the future growth of the United States. It must yet be determined whether there will be more or less immigration after the war is over; whether the tendency among workmen and farmers would be to stay in Europe, where there may be a labor shortage, or to come in large numbers to the United States. The tide of immigration ebbed to its lowest point in the last twenty years during the past fiscal year, according to official figures. The total number of immigrant aliens fell from 1,218,480 in the previous year to 326,700 in the period ending June 30, last. It is probable that there will be a large increase after the war is over. Meanwhile, there has grown up a natural prejudice against the hyphenated citizen, but the President himself points out that the number of those who have sought to bring the authority and good name of the United States into contempt and destroy its industries "is not great as compared with the whole number of those sturdy hosts by which our nation has been enriched in recent generations out of virile foreign stocks." This fact should be kept in mind by Congress in whatever legislation is drafted. There are many citizens of foreign birth who are today preaching American patriotism to their people, and prejudice against the unpatriotic should not be extended blindly to the patriotic.

DUMPING THE PHILIPPINES

IN the issue that has been raised over the present management of the Philippine Islands there seems to have been a tendency to dwell upon the charges of financial dislocation and political maneuvering rather than upon the fundamental question of the capacity of the Filipinos for self-government. Stripping the present controversy of all extraneous matter, it might be remarked that the real question is whether the Filipinos are now or are likely to be in the near future capable of establishing a government of their own and living in enlightened peace and harmony. The United States Government has not held the Philippines long enough to educate an entire generation of natives. The schools have been doing splendid work, but the vast body of adult Filipinos are still unenlightened. The promise of independence may have kept the Filipinos quiet in recent years, but the question which the Administration must face is whether the islands will be safe when the American evacuation begins. What steps will be taken to neutralize the Philippines? What assurances will there be from Japan that the islands will not be seized as soon as they are surrendered by the United States? What assurance is there that once the Americans leave the islands the Filipinos will not lapse into the chaotic condition that has blighted Mexico for four years? These questions are far more important than the merit or lack of merit of the administration of Governor-General Harrison. If Mr. Harrison, by reason of his wholesale dismissal of American officials and the substitution of natives, has disorganized the efficient service of the islands, he can be required to answer for his stewardship. The larger question is the policy of the nation toward the future of the islands. A blunder in policy now may cause untold trouble to the United States later on. A little foresight now may save the nation a costly war with some foreign country that may seek to use the Philippines for its own purposes.



THE REPUBLICAN NATIONAL COMMITTEE IN SESSION

This body set June 7th as the date of the Convention at Chicago, and is now preparing for an aggressive campaign. The administration is to be severely arraigned in the platform.

PROBLEMS AFTER EUROPEAN WAR

AMONG the problems which must be considered now in the light of conditions that will result from the close of the European war, are the following: prevention of dumping of cheap labor products from Europe; establishment of a dyestuff industry and other industries that will make the United States economically independent of the world; the financing of new American industries made necessary by the withdrawal of European capital for European reconstruction;

SEEN IN THE WORLD OF SPORT

BY ED A. GOEWY (THE OLD FAN)



IN THE REALM OF THE SNOW QUEEN

When winter spreads a mantle of spotless white over a goodly portion of North America, many cities huddle beneath their coverlets of snow and hibernate until the first warm breaths of spring come to wake them from their lethargy. But 'tis not so with quaint, old Quebec, long queen of one of frostland's favored realms. There the coming of the cold weather means gaiety, sport and good health, to the music of tinkling bells. The accompanying "snaps"

are typical of winter life "up north." There is a fair daughter of Canada, rosy-cheeked and frost-kissed, clad in the most approved 1916 mode for cold weather outdoor exercises, ready to start on a skiing dash across the fields; a happy quartet which has just completed a swift whirl over the frozen crust on one of the newest type of sleds, and the somewhat strenuous initiation of a novice into the inner circles of a lodge of Jack Frost's followers.

THREE LIVE WIRES

Fred Toney, of the Cincinnati Reds, came through the recent season in second position in the list of National League twirlers, and not far behind "Alexander the Great," whose record of having an average of but 1.22 runs earned off his pitching for each of the nine-inning games which he twirled has created something of a sensation in balldom. Toney's average was 1.57 a game. These figures beat any National League earned runs records made in the four years Secretary Heydler has been ranking the pitchers under this system.

Making his debut in 1915 as the Yankees' regular first-sacker, Walter Pipp qualified as the best man covering that post in the American League, playing in 134 games with a fielding average of .992. He also was one of the New York outfit's most dependable extra-sack wallopers. Clever boy, eh?

"Heinie" Zimmerman, by many termed the "stormy petrel of the national pastime," may be seen wearing a Cardinal uniform



TONEY



ZIMMERMAN



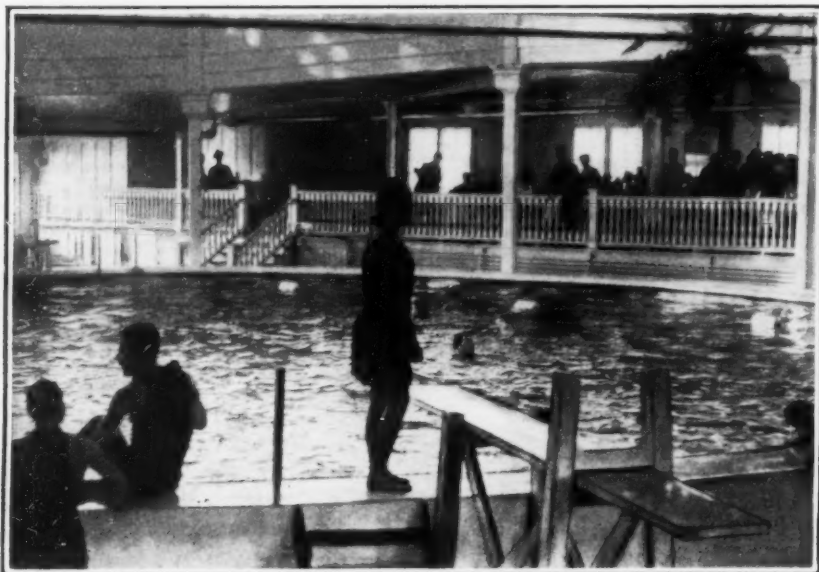
PIPP

next season, if reports that he is to be traded by the Cubs to the St. Louis team come true. He is a great natural player, always in deadly earnest and with the same affection for an umpire as a bull has for a red rag. If ever he lands with a manager possessing the ability to make him hold his tongue at most inopportune times, thereby avoiding suspensions when he is needed most on the ball fields, "Heinie" will create a positive sensation as an all-round performer.

THE DOPESTER

(BETWEEN SEASONS)

"It's been a busy day for me,"
The baseball dopest said,
"I've really done a lot of work,
So now I'll hike to bed.
Before the sun was up this morn'
The Red Sox I had sold,
And Doyle and Herzog I had swapped
Ere breakfast had grown cold.
A little later Cobb I sent
To aid the Chi-town Sox.
By noon I'd told how Mack would pull
His misfits from the rocks.
All players' stipends then I cut
In half, or maybe less;
And that the Browns would win the flag
Next year, I did confess.
Then just to add a little spice,
I gave a quiet tip
That Alexander's arm was gone—
Now to the hay I'll trip."



A WINTER HOME FOR MERMAIDS

The mermaid of song and story usually is pictured seated upon a rock in the ocean, combing her tresses. 'Tis a pleasing picture, but one wonders what becomes of her in winter. At Brighton Beach, New York's famous seaside resort, the conundrum has been solved, for the up-to-date mermaid and her escort. A magnificent building, containing a monster pool of water heated to about seventy-five degrees, showers, sun parlors and lounging rooms, has been erected for those who would swim in cold weather.



"I GOT 'IM"

When Jack Frost and old King Winter come to the assistance of the modern Nimrod, the odds all are against even that most clever denizen of the wood, the elk. The picture shows a hunter in the Gallatin Mountains, of Montana, bringing down a monarch of the forest. This is royal sport for those who have been inured to its rigors.

PEOPLE TALKED ABOUT



THE DEAN OF AMERICAN JOURNALISM

Henry Watterson, editor of the Louisville *Courier-Journal*, who recently celebrated his fiftieth wedding anniversary. The event was the occasion of his receiving thousands of messages of congratulation and good will. Colonel Watterson is one of the few survivors of the school of personal journalism. With him the newspaper has never become a machine-made product. He still infuses into the columns of his paper the personal touch, and millions of Americans are familiar with his views, not necessarily directly from the *Courier-Journal*, but through the wide circulation they get in other periodicals that reprint them.



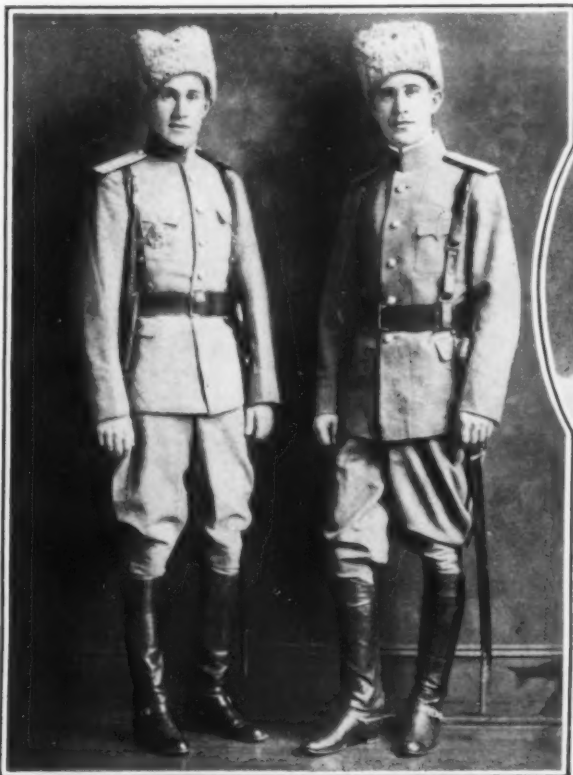
MRS. ASQUITH AND DAUGHTER

Mrs. Herbert H. Asquith, wife of the British prime minister, has forced an apology from the *London Globe*, through legal action for libel. The *Globe* called her a German sympathizer and accused her of visiting German officers imprisoned in England and of sending them delicacies. While she was not directly named, the inference was so plain that she began to receive many threatening letters. All the charges were disproven and the *Globe* retracted.



NEW BRITISH COMMANDER IN FRANCE

Sir Douglas Haig, who has been appointed to succeed Sir John French in command of all the British armies in France and Flanders. He is a dour Scot and a disciplinarian of the strictest sort. It is not probable that his headquarters will be a rendezvous for staff officers of ancient lineage and ladies of the nobility, as was charged in the House of Commons against the headquarters of General French. Sir John has been made a viscount and given command of the forces in England. Radical reorganization of the British war office is under way and closer co-operation with the French forces is promised.



AMERICAN DOCTORS SERVE RUSSIA

Doctors A. M. and P. H. Zinkhan, of Washington, D. C., have been given the rank for life of lieutenant-colonel, by the Czar, in recognition of the work done by them in Russian hospitals. They came home on a furlough a few months ago, but have returned to Russia to resume their work. They are shown here in Russian uniform.



DECORATED BY FRANCE

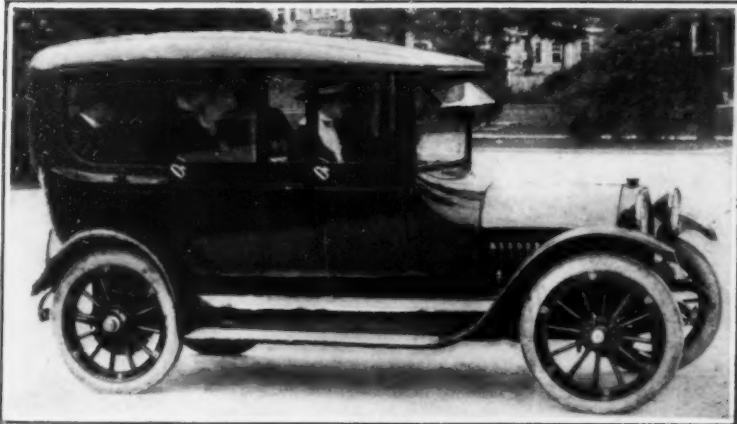
Mrs. William K. Vanderbilt, who, by order of President Poincaré of France, will be presented with the Foreign office gold medal by Ambassador Jusserand, in recognition of her work for the American Ambulance in France. A similar medal was conferred upon Mrs. Harry Payne Whitney, whose liberality made possible the American hospital at Juilly. Mrs. Robert Woods Bliss, wife of the Secretary of the American Embassy at Paris, also received the medal for her care of soldiers' orphans.



THREE ATHLETIC DETROITERS

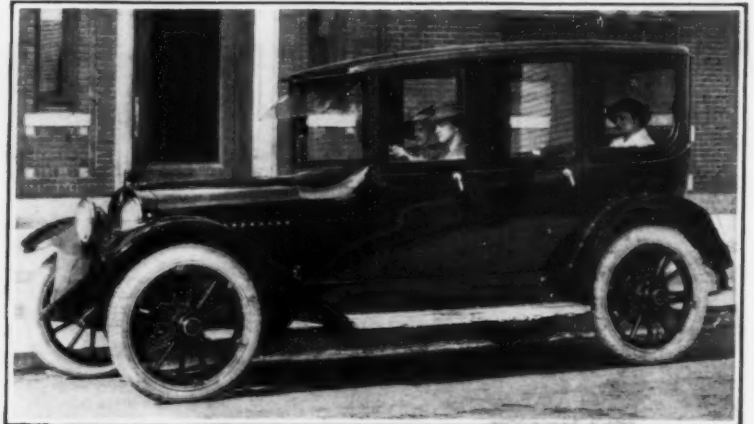
From left to right, Postmaster William J. Nagel, Congressman Frank E. Doremus, and Raphael Herman, a manufacturer, all of Detroit, who recently walked from Detroit to Portland, Mich., a distance of 112 miles, in six days. They enjoyed the excursion so much that they plan to walk from Detroit to Chicago next fall. They are all fond of outdoor life.

WINTER BODIES ON SUMMER CARS



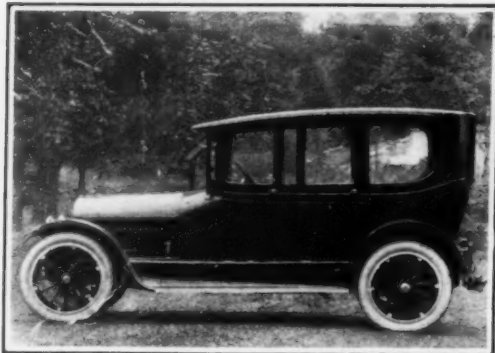
A DETACHABLE TOP FOR A SEVEN-PASSENGER TOURING CAR

The doors and glass sides are a portion of the top. The entire "upper works" may be removed in summer and the ordinary folding top replaced without marring the finish of the body or grace of outline of the car.



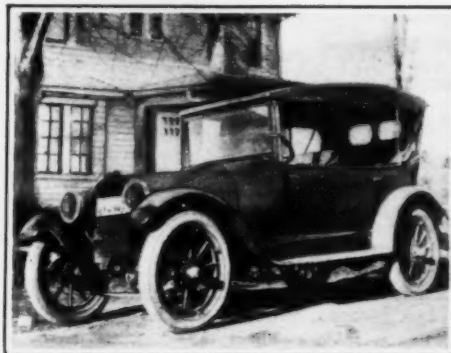
A WINTER TOP ESPECIALLY DESIGNED FOR A FIVE-PASSENGER CAR

The glass windows in all of these tops open with the doors at a turn of the handle. Such tops are rain and wind tight, and the heat from the motor keeps the interior at a comfortable temperature.



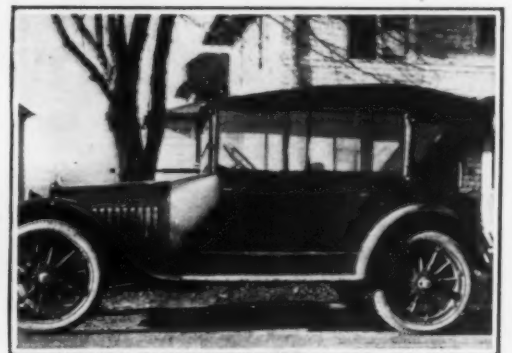
A LUXURIOUS LIMOUSINE IN HALF AN HOUR

Beauty and grace are adjuncts of many of these tops. Some are fully paneled, similar to the most expensive Sedans and Limousines.



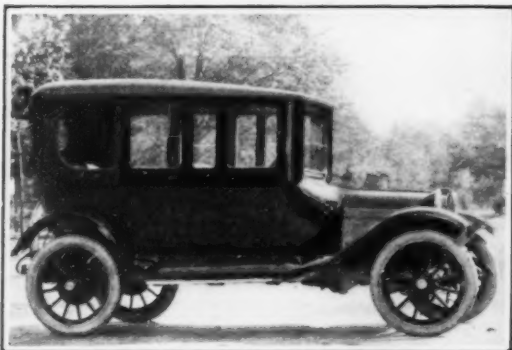
FOLDING TOP WITHOUT THE SIDES

This resembles the ordinary one-man top in general appearance, but glass sides are used instead of curtains.



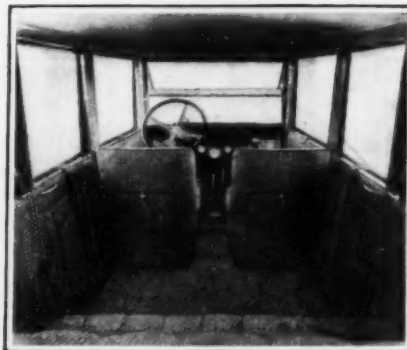
SAME TOP WITH GLASS SIDES

These glass sections, when not in use, are carried in a small, leather-covered box, three inches deep, attached to the back of the front seat.



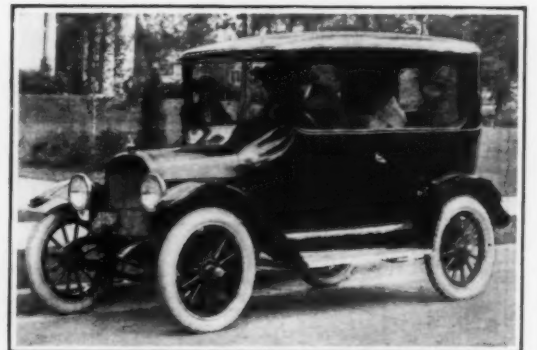
ENCLOSED COMFORT AT MODERATE COST

Detachable bodies, costing from \$150 to \$300, may now be had for nearly all cars selling from \$500 to \$5,000.



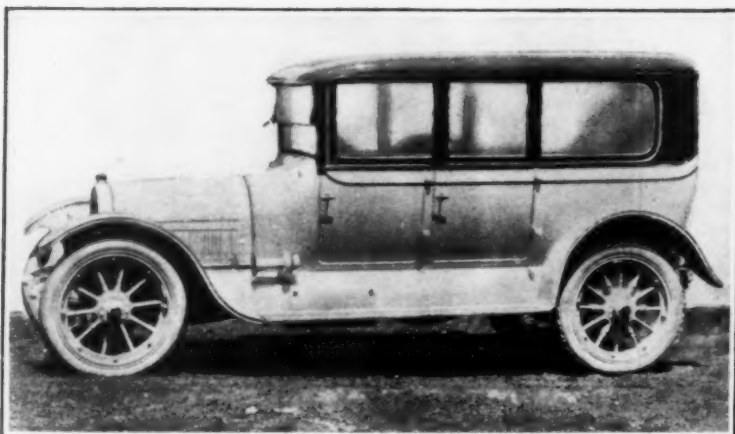
INTERIOR OF A CONVERTIBLE CAR

The view obtained through such a top is less obstructed than is the case with many \$5,000 limousines. Glass replaces the heavy panels.



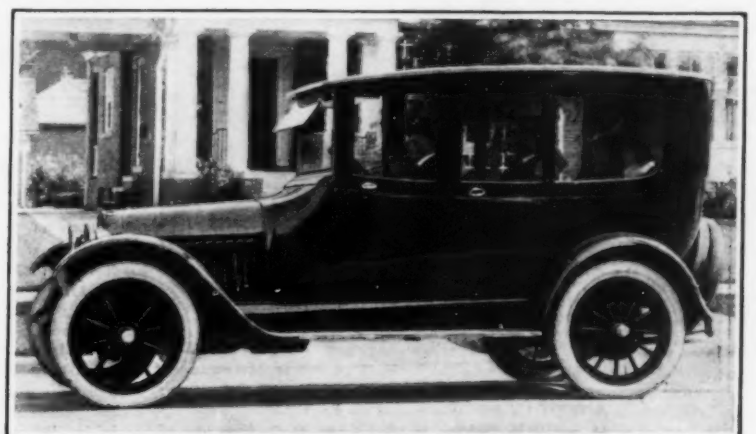
CONVERTIBLE SEDAN FOR LESS THAN \$1,000

The top is rigid and detachable, and the glass sides, when not in use, are carried under the seat.



A COMBINATION DETACHABLE AND CONVERTIBLE TOP

The entire "upper works" may be removed for summer use, or the car may be left open with only the top in place. The glass over the doors swings down into pockets provided for the purpose, while the remaining glass panels are carried in a box under the rear seat.



THE TOPS ARE DESIGNED TO HARMONIZE WITH THE CAR

This particular top is unique in that, while it is removable as a unit, it may be separated into different sections so that when out of use, it may be stowed away flat, thus occupying a minimum amount of room in the garage.

MAKING WAR WITH MOTORS

HOW TACTICS HAVE BEEN REVISED BY THE INCREASED MOBILITY OF ARMIES



AUTOMOBILES ARE NOW THE OFFICERS' MOUNTS

A car containing German staff officers fording a stream in Russian Poland. The hard usage these cars withstand is surprising. The war has given motor transportation its supreme test and it has made good. No army, hereafter, can be called effective unless it is liberally equipped with motor transport.



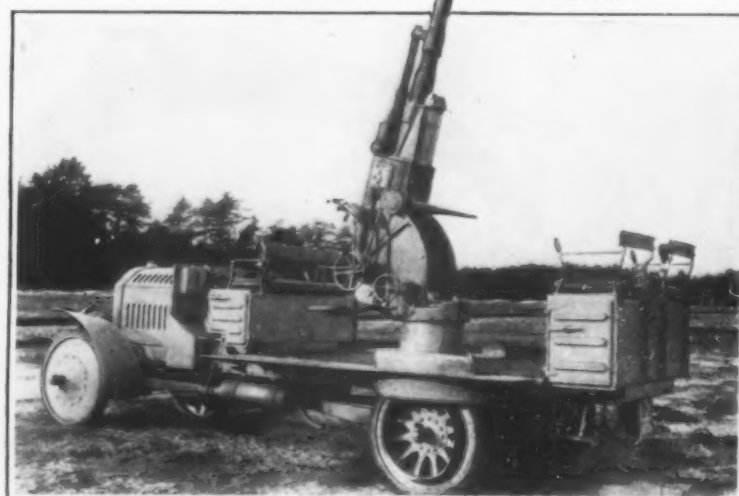
THE CAR OF MERCY

One of the American Ambulance cars at Neuilly, France. It was used to transport medical stores to the front and got peppered with shrapnel. The Ambulance uses all American cars.



GRIEF ENOUGH FOR ALL HANDS

A transport truck, forced to the side of the road and mired in the soft earth. Incidents like this are frequent, but are all a part of the day's work. The roads of France were well-nigh perfect before the war, and are kept in as good repair as possible now, but are over-taxed.



A GERMAN ADAPTATION OF THE TRUCK

This outfit is the product of the Krupp works. The gun is for shooting down aircraft and can be moved at a rate of 40 miles an hour. Ammunition and crew travel with the gun, making a complete unit of great mobility. Germany is liberally equipped with these trucks.



MOTOR CYCLES CARRY DESPATCHES

The modern military courier has no use for the horse. Gasolene enables him to cover long distances with wonderful speed. A more exciting job than riding despatches in the army would be hard to imagine.



ARMORED CARS BETTER THAN CAVALRY FOR SCOUTING

These cars belong to the Belgian army, which has made much use of this form of weapon. In the early days of the invasion of Belgium several duels were fought between Belgian and German cars. The models here shown carry quick-firers and are armored to withstand rifle and machine-gun fire, but are vulnerable to artillery. All the armies use armored cars.

REO

THE FIFTH



If You'd Have Your REO When You Want It

AT THIS MOMENT—the day on which this is written—we have on hand orders for immediate shipment of 1700 carloads of Reos!

THAT'S MORE THAN 5000 REOS for which customers are waiting at the other end—all over America—and which we could therefore ship to-night, if the factory could turn them out!

THAT'S A WONDERFUL condition—and yet it is not exceptional in the case of Reo. Always—always—there's a greater demand for, than supply of, Reo cars.

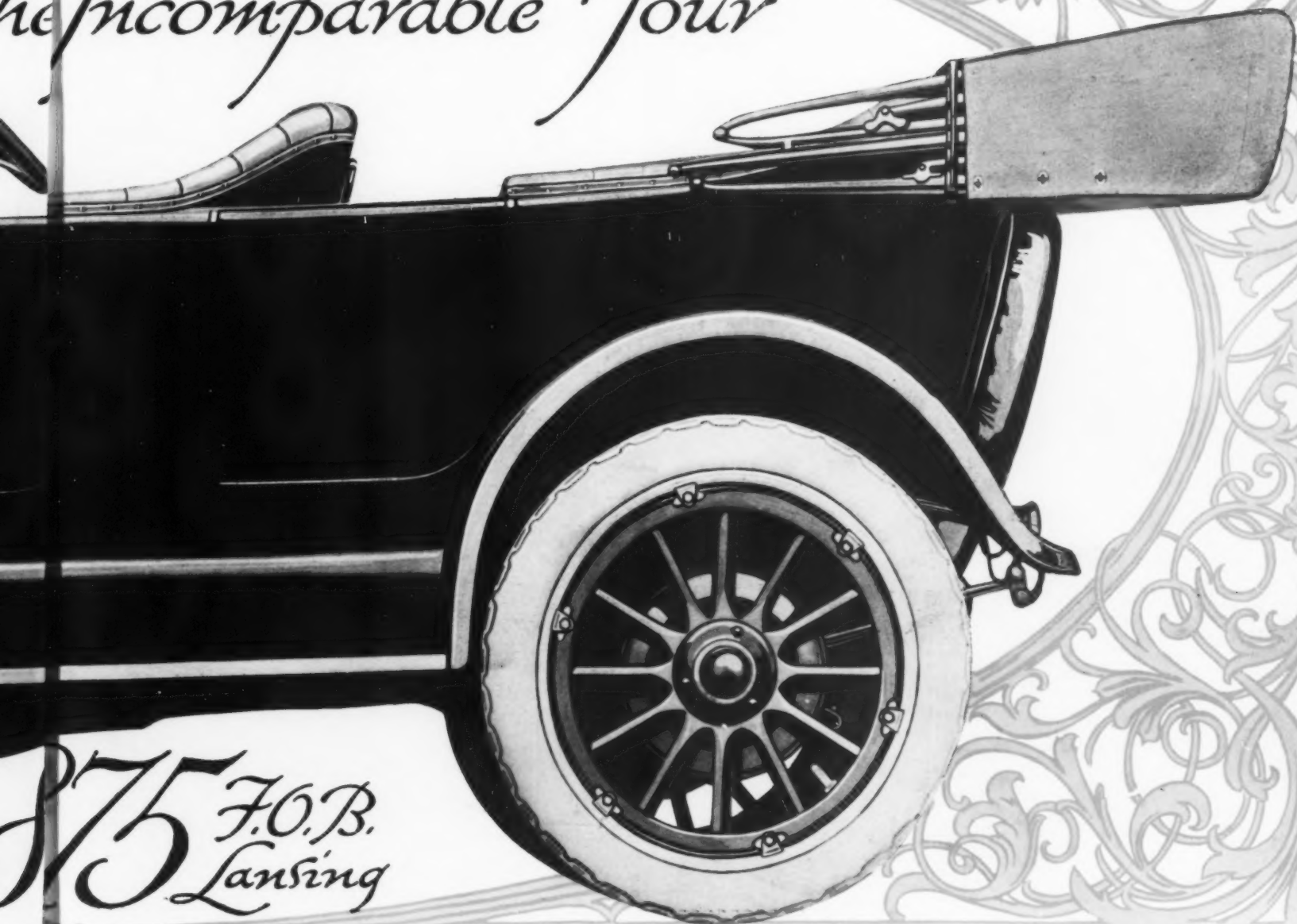
NEVER SINCE THE DAY the first Reo left the factory and demonstrated its quality in service to the first Reo owner, has it been possible for us to make enough cars to supply all who wanted Reos!

NEVER A TIME when you could go to a Reo dealer and say, "I want a Reo," and take it away with you.

IT HAS BEEN NECESSARY always to place your order well in advance of the date on which you desired your Reo delivered.

REO MOTOR CAR COMPANY, I

The Incomparable Four"



\$875 F.O.B.
Lansing

Get It — You'll Have to Place Your Order Now

SO THIS AD IS TO TELL YOU—to impress it upon you just as strongly as we can—that if you'd have your Reo when you'll want it your order should be in your local Reo dealer's hands now—at once.

DON'T DELAY—place your order. Make it a genuine order by paying him a deposit—else, in justice to other buyers, he cannot reserve a car for you.

HAVE HIM GIVE YOU the definite delivery date—he can if you order far enough ahead—and then you won't have to wait or accept your "second choice," as so many have had to do every past season.

PAY, LANSING, MICH., U. S. A.

AND NO MATTER whether your preference or your purse dictates a four or a six-cylinder car; a big, liberal, roomy five, or an equally luxurious 7-passenger car, you can satisfy that desire and still have Reo quality.

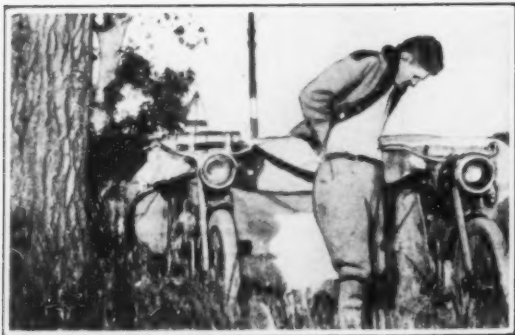
REO THE FIFTH, "the incomparable Four," is a great, big, luxurious five-passenger car, and matchless value at \$875.

AND THE NEW REO SIX—but why paint the lily? You know that from the day this magnificent equipage was announced—its graceful lines seen and its price, \$1,250, named, it has been the talk of motordom.

A TRANSCONTINENTAL CYCLE TRIP

HARDSHIPS AND PLEASURES OF MACADAM, MUD, SAND AND WATER

PHOTOGRAPHS BY HAMILTON M. LAING



A ROADSIDE SHELTER

A properly shaped canvas stretched between two machines provided an excellent tent.



THE GOOD ROADS OF PENNSYLVANIA

A contrast to the deep sand and waterless wastes of the arid desert, which is the terror of all travelers not journeying by the "push-covered" route.



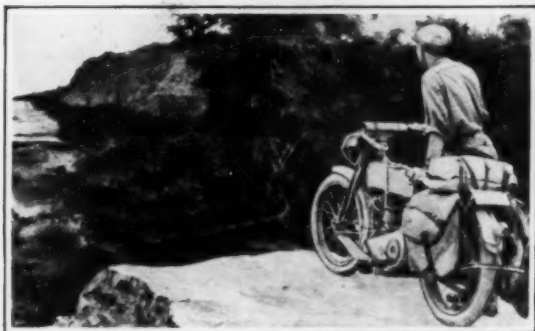
A GLIMPSE OF HOOSIER QUIET

When the streams stay within their bounds, the dirt roads are uniformly good—but the banks are low, and sometimes the streams are high.



IOWA'S CONTRIBUTION OF ROADS

With black walnuts and maples lining its road, the monotony of the prairie is pleasantly varied.



A STOP IN TIME

At the bank of the ravine, from over which the bridge has been washed away during some previous freshet. Such danger points are not always marked, and it behooves the motorist to exercise the utmost caution.



FUEL IN PLENTY WITHIN EASY REACH

The nights in Colorado are cool, and the sage brush fire furnishes a welcome warmth. The road, in many instances, is scarcely more than a hardly discernible path through the sage brush.



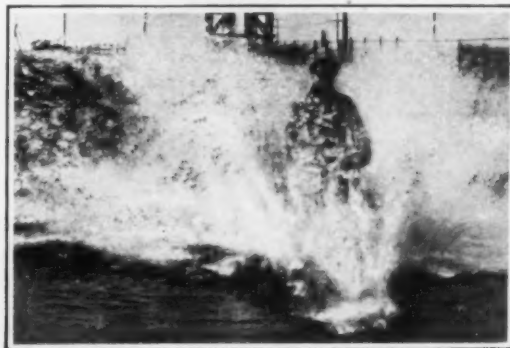
COLORADO BRINGS THE REAL CLIMBING

"But when the rider reaches the top, a fairy-land of beauty awaits him; the sky is a void of intense blue, and the air racy and sharp with the tang of spruce and pine."



"ZOWIE!" SHE'LL MAKE IT

Full speed up the banks of a dry irrigation ditch is the only way to negotiate such a hazard without stalling the machine.



FORDING AN IRRIGATION DITCH

The practical suggestion is: "If shallow, go easy; if deep, hit it hard."



STUCK IN A SEA OF SALT

An unexpected mudspot in a salt plain near Great Salt Lake, Utah. It is only the running gear of the machine that prevents it from sinking further into the mud.



A CAMEL WOULD BE AT HOME HERE

Sand riding requires more skill than any other form of motorcycle operation. Both legs must be extended, ready for the spill which is almost sure to come. However, a less serious fall can hardly be imagined.



CALIFORNIA AT LAST

How good real woods and blue lakes look now, as we slip down the western slope into this Mecca of campers and other outdoor people.



There is a real risk in waiting too long to order your Cadillac



THE COAT OF ARMS OF ANTOINE DE LA MOTHE CADILLAC WHO FOUNDED IN 1701. UNDER COMMISSION FROM LOUIS XIV, THE COLONY ON THE SITE WHERE NOW STANDS THE CITY OF DETROIT.

THE TYPE 53 CADILLAC CAR IS DISTINGUISHED BY THIS COAT OF ARMS MOUNTED UPON ITS RADIATOR.

EACH year we have urged the public to guard against possible disappointment.

And each year, in spite of this warning, many have had to content themselves with some other car because they could not get a Cadillac.

In spite of steady increases in production, the annual Cadillac shortage is almost a mathematical certainty.

There is every indication that the current season will see that condition materially emphasized.

There is the steady, stable, year-in-and-year-out Cadillac demand to begin with—a very large number who automatically repeat.

And then, there is the large—and steadily growing larger—element of increase in new Cadillac ownership.

This has been strikingly marked ever since the advent of the Cadillac "Eight."

Thus far its sales have reached the impressive total of more than twenty-one thousand cars, amounting in value to more than forty-seven millions of dollars.

The vogue of the Cadillac Eight has never been perceptibly checked or challenged by any other car.

True, there may have been, from time to time, cars which—in advance—gave promise of comparable charm.

But their appearance served rather to stimulate admiration for the Cadillac and to emphasize its inimitable qualities.

Cadillac prestige is based on the universal esteem for the soundness of Cadillac policies and the soundness of Cadillac principles of construction—and the feeling that the new Cadillac exemplifies the most luxurious form of motoring yet evolved.

Cadillac prestige is steadily growing greater—the Cadillac demand will go right on expanding in volume and in enthusiasm.

Therefore, when we urge you to assure yourself of Cadillac delivery, it is that you may guard against disappointment.

If you can secure a Cadillac now, protect yourself, and take it.

If you cannot do better than to arrange for delivery in a month or two, we urge you to take that precaution.

Styles and Prices

Standard seven passenger car, five passenger Salon and Roadster, \$2080. Three passenger Victoria, \$2400. Four passenger Coupe, \$2800. Five passenger Brougham, \$2950. Seven passenger Limousine, \$3450. Berlin, \$3600. Prices include standard equipment, F.O.B. Detroit.

Cadillac Motor Car Co. Detroit, Mich.



NABISCO Sugar Wafers

"Sweets to the Sweet"—and what confection could better complement smiling eyes and ruby lips? The crisp, fragile wafers—the rich, creamy centers of Nabisco Sugar Wafers make these dessert sweets beloved by all. In ten-cent and twenty-five-cent tins.

ANOLA

Dessert confections so delightful, so alluring in themselves, that they are the natural choice of feminine fancy.

Chocolate-flavored sugar wafers—crisp baking enclosing a delicious chocolate-flavored cream filling—always in good taste, no matter what the occasion. In ten-cent tins.

NATIONAL BISCUIT COMPANY



LESLIE'S EXPORT PROMOTION BUREAU

EDITED BY W. E. AUGHINBAUGH

EDITOR'S NOTE:—This department is maintained for the benefit of American exporters. Its editor has had 20 years' experience in placing American-made goods in foreign markets, and will answer promptly and without charge inquiries about trade conditions, selling methods and other matters pertaining to foreign markets. Address inquiries to Export Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City

THE old-time slogan of "Go West, young man" has been modified recently to "Go South, young man," and the South is responding to the stimulus received from the movement of men and money in its direction. The vast agricultural and manufacturing possibilities are being realized, and the New South is becoming progressive to a marked degree. Therefore it is no surprise to find that the idea of developing our export trade has taken a firm hold of the Southern mind, and that some of the best constructive work in the country is being done in the land of corn and cotton. Nor is it surprising to find the railroads leading in this work. Railroads have always been important factors in public progress, and never more than at this time. They spend their money to create business for themselves and all the communities served by them benefit.

A group of Southern railroads, as long ago as April, 1914, took action in the direction of stimulating export trade from Southern communities. They did what was then considered a very radical thing—appointed a South American agent. It is said that this was the first time in the history of American railroads that anything of this kind had been attempted. The results have been most gratifying.

Charles Lyon Chandler, formerly of the Consular Service of the United States and a thorough Spanish scholar, was appointed to the new position and told that he was expected to awaken by every legitimate means the manufacturer and merchant of the South to the great trade opportunities which existed in Latin-America.

A STUDY OF SPANISH

Since that time, to quote from the annual report of one of the roads interested, over 20,000 persons in the territory in question have been stimulated to take up the study of the Spanish language. This intellectual phase of the work is paralleled by the concrete results of Mr. Chandler and his many assistants. Over \$600,000 has been spent in Charleston, S. C., to revive the glories of that ancient town, whence in January, 1816, American vessels were sailing to Buenos Aires and all the leading Latin-American ports. The new coal terminals built at Charleston represent the largest single expenditure made by any one corporation in the United States for the purpose of increasing the export trade, and not itself directly interested in this line. These unloading docks are so constructed that the coal passes directly from the mines into the hold of the steamer, thus avoiding the heavy fall from the elevated buckets into the ship such as takes place at other Atlantic ports, and which breaks up the coal so that it is unsalable in foreign markets, and which, by the way, was the great objection to American coal abroad.

Many large Southern hosiery mills, cotton factories and manufacturers of all kinds have

taken advantage of the trade opportunities existing abroad which are set out in the fortnightly bulletin published by these roads and entitled "Latin-American Opportunities for the South," which is sent free to every business concern in the territory.



CHARLES LYON CHANDLER

South American Agent of the Southern and allied roads. Mr. Chandler is a graduate of Harvard, and of two Latin-American Universities as well as the only American member of the famous Basque Society of Buenos Aires, an appointment received as a compliment for his writings regarding that little-known race. Mr. Chandler as a member of the consular service represented this country in Europe, Asia, Africa and South America.

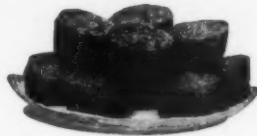
"No country can have a healthy foreign commerce," said that famous trade expert William G. Douglas, "unless it has more than one major port, and England with Liverpool and London; France with Havre and Marseilles; Germany with Hamburg and Bremen; Italy with Genoa and Brindisi, prove this statement."

CHATTANOOGA'S RECORD

The development of the Southern States will be of lasting benefit to the United States. The quickening of the New South into more vigorous trade activity will react on every section of our country and will stimulate the interior portions of this country to display more interest in shipping and foreign trade.

As an example of what is being done in this line in one interior city, Chattanooga, which began exporting ten years after it was founded, has been for 35 years sending goods to Latin-American countries, and there is not a nation in the world to which she has not sold her wares. Her varied industries make this possible, and the energy of her inhabitants adds to her efficiency in this connection. The Export Committee of the Chattanooga Merchants' Association meets twice weekly. They have also a Junior Board of Trade. The school children of Chattanooga have prepared a wonderful book in Spanish, handsomely illustrated, giving prices f.o.b. New York and Mobile on all Chattanooga manufactured goods. The Public Library has spent thousands of dollars building up a special export section, and the librarian reports that books from these departments have the greatest call.

As further indicative of the progressive spirit exhibited, the roads which have inaugurated this movement require that all their freight-soliciting agents learn Spanish and become familiar with Latin-American trade matters so as to more intelligently solicit freight and aid the prospective exporter.



Make Them with Bran Flour

Use Pettijohn's Flour in your bread, muffins and pancakes. In many of your flour-made foods.

It is fine patent flour mixed with 25 per cent of bran flakes. Use like Graham flour.

It supplies whole-wheat nutrition plus the laxative effects of bran.

Bran flakes should be with everyone part of the daily diet. Once know the good they do, the ills they save, and you never will omit the bran foods.

With Pettijohn's Flour you can make 50 foods better with the bran than without it.

Pettijohn's Flour Bran Flaked

This a modern product to supplant Graham flour. It is 75 per cent fine white flour mixed with special bran flakes. Use like any whole-wheat flour. Price, 25 cents per large package.

Pettijohn's Breakfast Food is soft wheat rolled into luscious flakes hiding 25 per cent unground bran. A morning dainty which all folks enjoy. Price, 15 cents per package.

Order from your grocer. You will find some new, tried recipes on the packages.

The Quaker Oats Company
Makers—Chicago (1152)

\$2.50 a Month
The masterpiece of watch manufacture—adjusted to the second, positions, temperature and isochronism. Encased at factory into your choice of the exquisite new watch cases.

19 Jewel Burlington

All stars for both men and women.
The great Burlington Watch sent on simple request. Pay at rate of \$2.50 a month. You get the watch at the same price even in the wholesale dealer must pay.
Write Today for Free Watch Book
See handsome color illustrations of all the newest designs in watches that you have to choose from. Your name and address on a postcard is enough. Get this offer while it lasts. Write today.
Burlington Watch Co., Dept. 2411 19th & Marshall Blvd., Chicago

Don't Throw Away Your Worn Tires

You can get 5,000 miles MORE service out of them.
For over three years European motorists have been getting from 10,000 to 15,000 miles out of their tires by "half-rolling" them with Steel-Studded Treads.
In eight months 20,000 American motorists have followed their example and are saving \$50 to \$100 a year in tire expense.
We Deliver Free without a cent deposit, prepare the express and allow you to be the judge. Durable Treads double the life of your tires and are sold under a signed guarantee for 5,000 miles without puncture. Applied in your own garage in thirty minutes.
Special Discount new territory on first shipment direct from factory. Don't take any more chances with your tires. Mail the coupon today and find out how to get 5,000 more miles out of them.

Tear off and Mail—Save the Discount
COLORADO TIRE & LEATHER COMPANY
124 Tread Bldg., Denver, Col.
124 Transportation Bldg., Chicago.
251 Westworth Bldg., New York.
Gentlemen:—Please send me, without obligation, sample, copy of 5,000 mile guarantee, special discount terms and book "10,000 Miles on One Set of Tires."
Name.....
Address.....
My Tire Sizes are.....

MOTORISTS' COLUMN

MOTOR DEPARTMENT

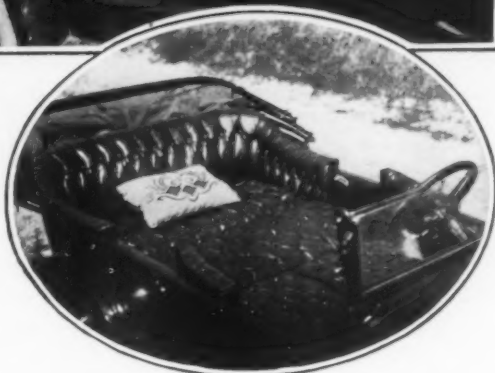
CONDUCTED BY H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



ALL THE COMFORTS OF HOME

An ingenious arrangement whereby a touring car may be converted into a bed room or dining room. The inventor of this arrangement has given LESLIE'S Motor Department the blue prints for distribution among its readers, as is mentioned in the article below. Any competent wagon builder or blacksmith can do the work without the use of special equipment.



HELP FROM OUR READERS

MUCH of the effective work that the Motor Department has been able to accomplish has been made possible through the co-operation of our automobile-owning readers. Such motorists have looked upon correspondence with the Motor Department and upon the appearance of the twice-a-month Motorists' Column as a sort of forum for the exchange of ideas. Since the publication of the article on ingenious improvising, we have received many letters from motorists, who, having successfully solved some roadside difficulty, have passed it on to the Motor Department for the enlightenment of their brethren. We publish below a few of these suggestions received, and assure those of our friends whose letters have not yet been published that the suggestions made by them can prove of use in our correspondence, even though they may not be suitable for publication in the present series. We always invite the co-operation of our friends and extend to those who have assisted us our sincere appreciation of their help.

The extent to which this feeling of interest in their fellow motorists reaches is well exemplified by the attitude of one reader who has loaned to the Motor Department the original set of drawings on which the patent on an adjustable automobile seat has been granted. This ingenious device is illustrated above. It consists of so remodeling

the back of the front seat, by means of the attachment of simple hardware and an easily constructed arrangement at the rear, that the interior of the car may be immediately converted into sleeping quarters for two adults. This is accomplished by swinging the rear of the front seat back to fill the space between it and the tonneau seat. By means of another ingenious arrangement, this versatile back of the front seat may be turned back and moved up to form a table around which the five occupants of the car may congregate comfortably. The invention also provides for the adjustment of the front seat to accommodate its distance from the controls to the convenience of drivers of different heights.

The owner of this patent has given us permission to issue duplicate blue prints of the arrangement to any interested motorist who will so request before January 20th. There is no charge in connection with this service, and an ingenious blacksmith or carriage maker can easily make the desired changes in any car by following the blue print. Our friend, the inventor, gains nothing from his charity save the feeling of satisfaction attendant upon his active helpfulness to his brother motorists.

The suggestions from our friends, who have successfully solved some roadside difficulty, are reproduced in the following paragraphs.

FENCE WIRE HELPED

While driving my car one day last September I ran into a telegraph pole and broke the front axle under the left spring. I also broke the steering rod pin on the same side. The front axle was of the tubular type and was broken cleanly in two. I went up to a farmer and secured an old piece of shafting about 3 ft. long and 1 1/2 in. in diameter, which would easily fit within the tubular axle. I jacked up the car by the remaining part of the axle, placed the shafting in the

axle tube, and placed the other part of the broken axle on the protruding shaft. This done, I found some smooth fence wire and tied this over and around the axle at the joint to hold the axle shaft firmly in place. In place of the broken steering rod pin, I took several strands of wire, ran these through the fork or knuckle and guide arm hole, and with this kind of an outfit I drove the remaining five miles to my home without any trouble. H. A.

(Continued on page 22)

In answering advertisements please mention "Leslie's Weekly"



A Mirror-Like Polish

on your car adds to the pleasure and prestige of motoring and increases the market value of your machine. With but very little effort you, yourself, can keep the finish of your car like new—use Johnson's Cleaner and Prepared Wax.

JOHNSON'S CLEANER

really cleans—it entirely removes all stains, discolorations; scum, oil, tar and grease from body, hood and fenders. Even those spots that are ground in—mud freckles—and surface scratches which you thought were permanent—will disappear like magic under Johnson's Cleaner. And it doesn't injure or scratch the varnish.

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Johnson's Prepared Wax is a boon to the man who takes care of his own car—it makes a "wash" last twice as long. Old cars require the Cleaner two or three times a year and the Wax every six or eight weeks. New cars need only the Wax—to protect the varnish.

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Farmer Burns School of Wrestling, 1111 N. Michigan Ave., Chicago, Ill.

MOTORISTS' COLUMN

(Continued from page 21)

AN INGENIOUS SPEEDOMETER

I once had occasion to drive through a township in which the fifteen-mile-an-hour speed limit is strictly enforced by means of speed traps and motorcycle officers. It was necessary for me to go as fast as possible, and I could not afford the delay attendant upon an arrest. To make matters worse, my speedometer had just gone out of commission and I am a poor judge of speed merely by the sensation of travel.

I had observed on many occasions, however, that when my lights are turned on to their full brilliancy, the battery indicator shows a charge immediately upon reaching a speed of fifteen miles an hour. Below this speed the battery indicator turns to "off" and then to "discharge" when the lights are on bright. Therefore, by watching closely the battery indicator and keeping the speed of the car at the point where it "flutters" between "off" and "charge," I was able to pass through several of the speed traps at a rate of fifteen miles and hour, but no faster.

S. H.

CLEANING GAS LAMPS

As the owner of a motorcycle with gas lamps front and rear, I find that the very fine holes in the burners become stopped and the small wire used in clearing them is very easily misplaced. The finest needle made is much too coarse for the purpose, but I have found an excellent substitute.

In most any house can be found ordinary woven picture wire. Cut off a small end of this, draw out one of the small wires of which it is woven, and you have an excellent tool for the purpose mentioned.

W. C. C.

OUT OF A MUD-HOLE

I thought I was up against it once when I was about 40 miles from home and my self-starter failed to work, and I could not even turn the engine over with the hand-crank because of a broken pin in the end of the shaft. I jacked up one of the rear wheels, put the gear lever in high, set the gasoline and spark the same as when I am going to start in the regular way. Then, by turning the wheel that was jacked up, I finally got the engine to start. I had to throw the gears into neutral and then take the jack out. I was then ready to start and I did not stop the car until I was safe in a garage.

A. G. W.

FOR CONE CLUTCHES

A slipping leather-faced cone clutch is the most annoying thing possible. Besides, if left to continue so, will shortly ruin the clutch, causing much expense and trouble. A very good substitute for fuller's earth, which few motorists carry with them, is ordinary road dust—preferably a clay dust—which may be very easily found along any country road, even in rainy weather, by looking under any large rock. By releasing the clutch and sifting the dust on the leather face, the trouble will be completely overcome.

C. R.

STEERING WITH CHAINS

One evening, while four miles out in the country on a muddy cross-road, the steering spindle of my roadster snapped off completely. The cross rod, however, connecting the front wheels was intact, so after turning the car about, I thought of getting out the mud chains, and slipped one end of each over the hubs of the front wheels. Each of us kept a firm hold of his chain, and thus we were able to guide our car back home, even on high gear, by means of this improvised steering apparatus which so happily got us out of this difficulty.

C. R. M.

COLD WEATHER STARTING

A motor having a carburetor is a hard proposition to start on a cold day unless following is observed:

Open the needle valve about one-third of a turn and put a cap over the auxiliary air valve. A cover to a snuff box just fits this opening on 1 1/4 in. size, or you could solder a hinge on the edge of the ring and solder a piece of round tin on the other half of the hinge and work this cover from the dash by means of a wire having a spring hooked on to the cover to open it when wire was released.

R. A. H.

PREVENTING RUSTED RIMS

Every motorist has experienced the trouble of casings rusting fast to the rims, caus-

ing much labor and trouble to remove them. This can entirely be eliminated by cleaning the rim thoroughly of all rust and dirt and then applying with a brush, the same as paint, a coat of heated paraffin over the entire surface of the rim. This will absolutely stop all rusting and the casing can easily be removed, no matter how long it has been on.

C. R.

"BLOWING" HIS CAR HOME

I had a call up the Yahk Valley (N. W. Montana) where the road descends sharply 300 to 400 feet down a very steep grade; moreover the road is very rough and very narrow, and for some miles affords no room to turn.

I was taken out in a car from the local garage. We went there all right—no trouble at all outward bound.

*Facilis descensus Avernus
Sed revocare gradum
Hic labor, hoc opus "erat"*

That was the rub.

The tank was about half empty on the return journey and the fuel would not feed forward to the carburetor owing to the very steep grade. By backing three or four miles we might have turned around and "backed up," but night was coming on and we hadn't time. The garage man confessed himself beaten. We were at least seven miles from a team of horses.

From the garage man's point of view we were hopelessly and helplessly stuck. He tried running up the hill, but it was far too long and too steep to promise success.

I got out my hypodermic outfit and a piece of the tubing from my stethoscope (I am a physician), and I stuck the needle into the little vent airhole in the filler plug. Then I took the piston out of the syringe altogether and fitted the end of the rubber tubing on the syringe. Then, holding the needle of the hypodermic firmly in the hole, I started blowing. As soon as the gasoline reached the carburetor that car took the hill like a mad thing. When I stopped for want of breath the car took a rest also. The driver got to shouting, "Keep it up, keep it up," I took my lips away from the tubing long enough to tell him to "go to—, who's doing this," and then continued blowing again.

But for that contraption and the good guesses of a think-pan behind it we would have been there yet.

All such cars ought to have some contrivance to make the gasoline feed forward in such cases when the tank runs low. This pointer may prove useful to others.

P. S. By the way, I got no fee from that case. That's probably what made me mad enough to start blowing the car home.

R. W. A.

CRANKING OUT OF A MUD-HOLE

While driving on an unpaved side street covered with a "sea" of sloppy mud, at slow speed, of course, my companion and I were startled by all four wheels suddenly dropping about the same time into ruts which were invisible in the mud and water. Thus the rear "sat down" on the rear axle and differential, leaving the left rear wheel in the deepest rut free of solid support and paddling muddy water, very much like a Mississippi River steamboat of the stern wheel species.

Not a team in sight and no rocks or other material available with which to fill the rut, and my companion, the doctor, was urgently needed by a very sick patient—a predicament, to be sure. The writer "waded" out and "borrowed" a long, broad plank (2"x12"x12") from a plank walk at a nearby cottage, but the mud proved so slippery and slick that the wheel refused to climb and back out of the rut when the plank was wedged under from behind at such a steep angle, and going forward was out of the question. Of course the skid chains and jack had been removed from the car by some careless party, as luck usually has it. A small half-inch cotton rope was tied to the further and upper end of the plank, turned twice around the hub, and the free end drawn taut just as a capstan is used. The rope forced the plank under the wheel until the wheel would climb the plank. But only after a third party stood on the outer and upper end of plank to make it "drive under," instead of "tipping," was this accomplished.

D. M. L.



Warm and snug in winter. Cool and comfortable in summer. Fits flush to body of car—no overhang. Positively no rattle or squeak. Finished of same material as used in upholstering car. Glass doors and panels easily removed if desired and set of curtains used in their place. Get full details from your dealer, or write us for illustrated catalog. In ordering specify whether for 1913, 1914 or 1915 car.

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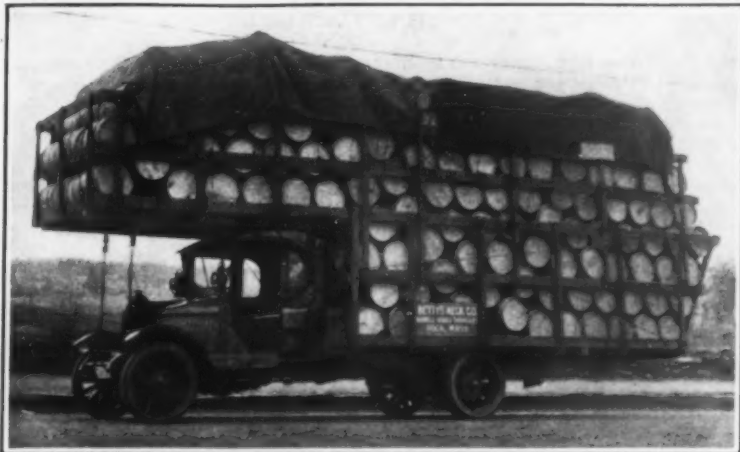
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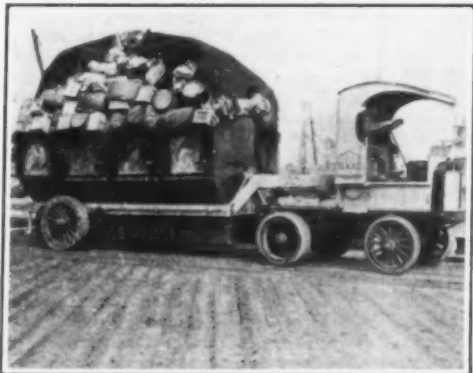
HEAVY HAULING BY GASOLINE



WHERE BULK INSTEAD OF WEIGHT IS A PRIMARY CONSIDERATION
This photograph has been republished, at the request of many of our readers, as an indication of the ingenious manner in which a merchant may adapt a standard type of truck to his peculiar requirements merely by the use of a special type of body.



"FOURTEEN MILES TO PLYMOUTH, SIX MILES TO DETROIT"
The wagon and the truck with the same load started from Plymouth at the same time. The truck reached Detroit, unloaded, and was nearly halfway back when it met the horse-drawn vehicle, still on its outward-bound trip.



NEW YORK'S MODERN METHOD OF GARBAGE COLLECTION
A gasoline electric truck with immense trailer is used for the purpose. Bulky as the vehicle appears, it can turn a right angle corner with ease, and is handled without difficulty in the most congested traffic. The compartments of the trailer are removable.



PREPAREDNESS FOR THE WOUNDED
This car, one of those used in the recent military manoeuvres, has a complete field hospital equipment consisting of operating tables, sterilizers, X-ray apparatus, stretchers, and all instruments. When not in use, they are carried compactly in the body of the car.

In answering advertisements please mention "Leslie's Weekly"



Start Them On Oat-Lined Paths

Do you agree with this?

That oats as a vim-food stands unique and supreme? That modern science confirms the lore of the Ages about oats as the food for growth?

And that love of oats, inbred in childhood, lasts to the end of the journey?

If so, start children on the oat-lined path. This energy food makes the steep places easier. It qualifies body and brain. At every step, at every age, the love of oats will prove helpful.

Quaker Oats

Spirit-Giving, Energizing Flakes

We help you to foster the oat habit by making oats extra-delicious. That is, we pick out for Quaker Oats just the richest, plumpest grains. Two-thirds of each bushel are discarded in this brand.

That, with our process, creates a

delightful dish. Its flavor has won connoisseurs the world over. Quaker Oats is the breakfast of kings. Yet the millions can enjoy it without any extra price.

If love of oats is important, Quaker Oats is important. And this is to urge that you get it.

10c and 25c per package
Except in Far West and South

Quaker Cookers

Now in 700,000 Homes



Pure Aluminum
Extra Large

Another help is this Quaker Cooker, made to our order so Quaker Oats may be cooked in the ideal way. Made of pure aluminum, extra heavy, cereal capacity 2 1/4 quarts. Every week thousands of new homes adopt it.

Send us our trademark—the picture of the Quaker—cut from the front of five Quaker Oats packages. Send one dollar

with these trademarks and this perfect cooker will be sent by parcel post. Or send us 15 of these trademarks and only 75 cents.

If you love oats well enough to get Quaker, let us supply you this cooker. Address

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(1117)



PHILIP LANGDON, who loves Mary and defends her, and Dave Pollock, who loves Mary and pursues her. They are both involved in

The Great
Ladies' World
Serial

The Strange Case of MARY PAGE

The Great
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Mary Page, you see, is the heroine of a wonderful serial story, written by Frederick Lewis, author of the famous serial "What Happened to Mary." The Ladies' World will publish this story. The Essanay Company will produce it on the screen.

You read it in the magazine—then you see it in the pictures. See if you can solve the mystery that surrounds Mary Page. The story is beginning now—in the January number. The price is only 10 cents. Go at once to a newsstand and get your copy.

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Strops Itself

You know these trade-marks through National Periodical Advertising

TWENTY years ago many small tradesmen habitually substituted unbranded non-advertised goods for standard, trade-marked, nationally advertised goods, maintaining that the unknown was just as good as the known and "cheaper because it wasn't advertised."

But the substitution evil has been almost overcome by the falsity of the argument upon which it most depended.

The unknown is not cheaper than the known. In most cases the non-advertised article is dearer in first cost—and in practically every case it is dearer in the long run.

The unknown product cannot be sold in sufficient quantities to enable its maker to give you as good a quality at as low a price as the advertised maker can give you because of the added volume of sales due to his advertising.

In all cases the known is more to be depended upon than the unknown, because the maker of the known knows that he will be held responsible by the buying public and that the volume of his business depends upon consistency of quality in his product.

Only a few irresponsible dealers still insist that national advertising adds to relative price—and they are not believed. All others know that good advertising is the cheapest method of selling goods in volume sufficient to enable the manufacturer to make a profit and still maintain a constant, dependable quality.

Trade-marks and national advertising are the two most valuable public servants in business today. Their whole tendency is to raise qualities and standardize them, while reducing prices and stabilizing them.

Leslie's
Illustrated Weekly Newspaper

MEMBER OF THE QUOIN CLUB
THE NATIONAL PERIODICAL ASSOCIATION

THE THREE DECISIVE WAR M'S

BY MARTIN MARSHALL

THE three M's—men, money and munitions—will decide the war. Germany had the advantage in all these respects at the opening of the contest. Great Britain was at the greatest disadvantage. There was pathos in this admission, made publicly in the House of Commons by David Lloyd George, Minister of Munitions, in the most extraordinary address delivered from either side since the opening of the war. He startled the House by confessing that "the footsteps of the Allies have been dogged by the mocking spectre of 'too late.' Let not 'too late' be inscribed on the portals of our workshops." He made an imploring appeal to the union workers of the country

ooo. Leading bankers urge the people to practice strict economy that these stupendous sums may be raised.

OUTPUT INCREASED

Lloyd George added that the situation was improving, that the output of machine guns had increased five-fold since June and of hand grenades forty-fold, while more trench mortars were now produced every fortnight than in the entire first year of the war. Gun ammunition, the principal item of expenditure, now under contracts would reduce the cost of 18 pounder shells 40 per cent. His department now controls more than 2,000 munition factories, em-



BIG GUNS THAT WERE NOT TOO LATE

A forbidden picture, made in the dockyard at Plymouth, of 13.5-inch rifles for the new British dreadnoughts. They are among the most formidable naval weapons in the world.

to allow the government to put unskilled workers on work which hitherto has been the monopoly of skilled labor. He appealed to the patriotism of the working man and confessed that "victory depends on this. Hundreds of thousands of precious lives depend on labor's answer. It is a question whether we are going to bring the war to an end in a year or linger along in the blood-stained path. Labor has the answer."

Lloyd George made some extraordinary statements in the course of his startling confession. He said there was a bad shortage in the British munitions supply in the first year of the war. Last May the British were turning out only 2,500 high explosive shells daily against the Germans' 250,000. In the last great battle, although there was a tremendous accumulation of ammunition, the generals stated that with thrice the quantity they would have achieved 20 times the result. Lloyd George said: "£200,000,000, or the cost of only 40 days of war, would produce an enormous quantity of munitions, which, at the right moment, might win the war in 40 days, whereas without it the war might be prolonged perhaps 400 days. What is spared in money is spilled in blood."

The Germans are reported to be massing a great force of Turks and Arabs for a rush upon Egypt by way of the Suez Canal. Here Britain must not be "too late." With the Suez canal in hostile hands India would be practically cut off from the British isles, for with the scarcity of shipping now existing the extra time consumed by the voyage around the Cape of Good Hope would be of the greatest moment. Egypt, too, would be open to attack, and a British defeat there would have far-reaching political consequences in the Orient.

During the current year the British people will spend for war and government \$6,500,000,000, according to the estimate of the Treasurer of the Bank of England, and in 1916 the sum will rise to \$9,000,000,-

ploying 1,000,000 workers. Lloyd George said that the successes of the Germans in the east, west and south were due to "mechanical superiority" at the beginning of the war. The failure of the Allies to drive them back was due to the tardiness with which the Allies developed their mechanical resources. Last May when the Germans were turning out one quarter of a million high explosives daily, the British were producing only 2,500, and 13,000 shrapnel, and both sides knew of the shortage. English military opinion was wedded to shrapnel, until suddenly it found that high explosive was the thing. "Last May when the Germans were making 100 times the number of high explosives we were," said Lloyd George, "three-fourths of our factories were working on naval munitions, because of the unpreparedness of the war office." In one direction, he added, the Allies had the superiority on the mechanical side, and that is in command of the sea.

UNIONS WANT PLEDGE

A Labor member of Parliament, speaking for the Labor Party, assured Lloyd George that organized labor would act with the government, but he suggested that it should pass a bill guaranteeing to trade unions the reestablishment of the status quo at the termination of the war. The statement of Lloyd George came on the same day that the Associated Press carried a dispatch from Vienna to the effect that following the great bombardment upon the Dardanelles by the British on March 19th, the waterway to Constantinople would surely have been forced had the Allied fleet returned to its attack the next day. This dispatch says that only 17 big shells were left in the forts and the Turks were in despair, saying that the British were sure to get in on the morrow. Today the Dardanelles forts have all the ammunition the Turks can use and their position has been so improved and strengthened that the retirement of the Allies naturally followed.

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It is to the ears what glasses are to the eyes. Write for Free Booklet containing testimonials of users all over the country. It describes causes of deafness; tells how and why the MORLEY PHONE affords relief. Over a quarter of a million sold.

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Write today.

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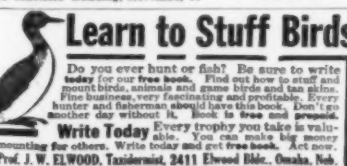


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My Mercury-shaming couriers spring up from every clime,
Turn night to day, and laugh away the threats of Father Time.
From Eiffel's lofty reaches,
To Poldhu's lonely beaches,
From Sayville down to Arlington, across to Frisco town,
Honolulu, Yokohama,
From proud old Fujiyama
To Hong Kong and Vienna, men do homage to my crown.

Tah-daah-dah-dah, the superposed gray bulldogs of the sea;
Loose triple-gun damnation at a word of code from me.
My crackling spark gaps guide aloft the swooping aeroplane,
And far below, with decks awash, the deadly submarine.
They solve the ether's mystery,
They write the page of history,
And when, a thousand miles at sea, comes sudden grim distress,
Trim liners melt their funnels,
Lazy tramps drown their gunnels,
As they speed "Four bells," in answer to my ringing S. O. S.

Tah-daah-dah-dah, I tell the world of sorrow and of mirth,
With Wall Street stock quotations flanked by news of death and birth.
My messages are broadcast—seek not a chosen few,
But fall alike upon the ears of Christian, Pagan, Jew.
I span the racing oceans,
Safe from their wild emotions,
And I flout the booming breaker as he rages far below;
I join the hands of nations,
In firm, newborn relations;
I unify the universe; I'm king—King Radio.

—V. C. JEWEL

PUBLIC vs. RAILROADS

"HUMAN Nature and the Railroads," is an excellent book by Ivy L. Lee. (E. S. Nash & Co., Philadelphia, \$1 net). In this era of disturbed relations between the public and its greatest servants—the railroads—this work is distinctly illuminating, and goes a long way in defining the dependence of each on the other. If the knowledge of the situation disclosed in Mr. Lee's book were more generally disseminated, it would be for the welfare of the country. It is a good book for any man or woman to read who is interested in national development. It sounds a distinct note in the railroad discussion and is particularly valuable because, Mr. Lee who was formerly executive assistant of the Pennsylvania Railroad and who is now a director in several large corporations, can calmly view the situation from both sides of the discussion and judge the matter judicially.

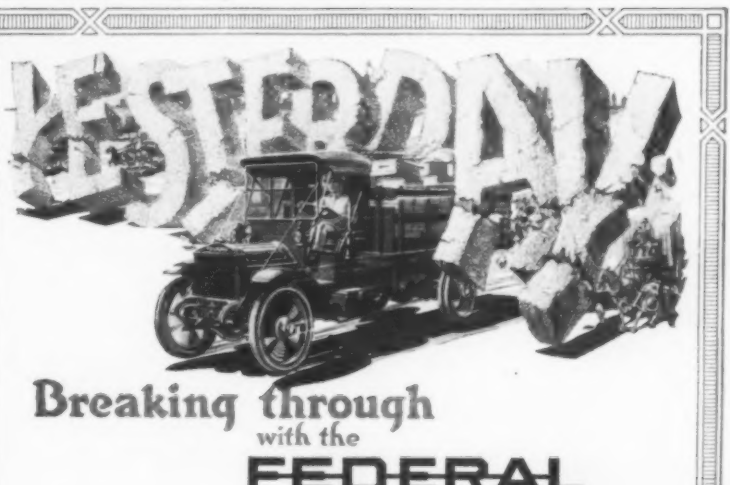
BOOKS WORTH WHILE

MEN WHO DARED, by Byron E. Veatch. (Browne & Howell Co., Chicago, \$1.25 net.) Stories of brave men who face death and duty. A master hand in Western character sketching, the author depicts the virile, elemental traits of strong men in stories that grip and thrill.

POWER IN ADVERTISING, by W. H. Richards. (Empire Printing Company, Kansas City, Mo. \$2.00 net.) A book packed full of advertising wisdom by one who has given twenty-four years to the study of practical advertising methods. The forty-seven chapters, written in an unusually clear and direct style, cover almost every conceivable problem involved in effective advertising.

THE MODERN GASOLINE AUTOMOBILE: Its Construction, Operation, Maintenance & Repair, by Victor W. Page. (The Norman W. Henley Co., New York, price \$2.50.) This is the fourth revised edition of this work. It has been brought up to date to include 1916 practices by a 55-page supplement containing photographs and descriptions of eight- and twelve-cylinder, V-type motor, accessories, and the general design to be found in the forthcoming cars.

THE AMERICAN INDIAN, by Warren K. Moorehead. (The Andover Press, Andover, Mass.) A complete and authoritative history of the American Indian from the middle of the last century to the present time by a member of the U. S. Board of Indian Commissioners. Mr. Moorehead gives two reasons for the failure of our Indian policy. First, we hurried the Indians into citizenship before they were qualified to assume full responsibility; second, many of the farms and tracts improved by Indians, after much labor, have been taken away. The author finds the practical solution of the Indian problem in the appointment of a paid, non-partisan national commission to take the place of the Commissioner of Indian Affairs and the Board of Indian Commissioners. The work is profusely illustrated, the photogravure plates from the collection of Mr. Rodman Wanamaker, illustrating the Indian of fifty years ago, being particularly fine.



Breaking through with the FEDERAL

Reducing horse-drawn haulage costs to fractions with Federalized Transportation has proven the efficient service-giving qualities of Federal trucks in over five thousand installations.

You are vitally interested in cutting all possible corners in the running expenses of your business. How about your traffic department? Is it using the horse-drawn methods of "Yesterday" or the "up to the minute" Federalized Transportation?

Our Department of Traffic Engineering has shown the great saving that Federalized Transportation is making under widely varying conditions.

May we show you how the Federal way is the road of low cost haulage in your business?

Federal Motor Truck Company
DETROIT - MICHIGAN

Come to Detroit The Automobile Center

And

LEARN THE AUTOMOBILE BUSINESS

Big opportunities everywhere for Detroit trained automobile men. Interesting, pleasant and money making business. Ambitious men needed to start garage and repair shops everywhere. Learn how. Chauffeurs, garage and repair men, testers, etc., have more than they can do. Plenty of room for you.

EARN \$75 TO \$300 A MONTH

Students have experience of building new cars from start to finish—factory training in block testing, etc.—all the leading types of starting, lighting and ignition systems in operation. New 6-cyl. Lozier Touring Car and 8-cyl. King Car used for road instruction. Just purchased—new 8-cylinder Motor for block test dept. solely for students instruction. Just added 1916 DeLoe System as used in Buick, Hudson and Packard 12.

DETROIT IS THE PLACE TO LEARN


44 Automobile Factories. They all know and endorse our school. Students can go through them, including Detroit Electric Service Department, without extra charge. Remember, ours is the Old Reliable School, in the heart of the Automobile Industry. Start course anytime. Write for full particulars, guarantee and copy of "Auto School News" and new pictorial catalog—just out—ALL FREE. Or better still, jump on a train and come to Detroit, as hundreds have done. Learn the automobile business in Detroit and learn it right.

MICHIGAN STATE AUTO SCHOOL, 4381 Auto Bldg., 11-19 Seiden Ave., DETROIT, MICH.

BANKING BY MAIL AT 4% INTEREST

The most satisfactory investment is a Savings Account at 4% interest with this strong bank. Your principal is always worth one hundred cents on the dollar and the interest is compounded twice a year. Send for booklet "L" explaining our system of receiving deposits by mail.

THE CITIZENS SAVINGS & TRUST CO.
CLEVELAND, OHIO. ASSETS OVER 50 MILLION DOLLARS. CAPITAL & SURPLUS \$6,500,000.00



"Give Me only 15 minutes of your time daily at home and I'll Make You a Self-Confident Forceful Speaker!"

by GRENVILLE KLEISER

YOU have been or will be called upon to speak in public—some time—somewhere. It may be at a dinner or other social function, at a political meeting, or in your lodge-room. Can you "say your say" confidently and forcefully?

Grenville Kleiser's wonderfully practical Mail Course in Public Speaking takes only 15 minutes of your time daily in your home or office, and it teaches you quickly.

HOW TO Make After-Dinner Speeches—
" Propose and Respond to Toasts—
" Tell Stories—
" Make Political Speeches—
" Sell More Goods—
" Address Board Meetings—
" Develop Power and Personality—
" Improve Your Memory—
" Increase Your Vocabulary—
" Acquire Poise and Self-Confidence—
" Speak and Write English Correctly—
" Earn More—Achieve More.

Let us tell you by mail all about this course which District Attorney Small, of Bloomsburg, Pa., terms "the best investment I ever made."

There is absolutely no uncertainty—no guesswork—about Mr. Kleiser's methods. We can give you indisputable proof of this. Mr.

Kleiser has had years of experience as a teacher of public speaking in Yale and other leading institutions, is the founder and director of the Public Speaking Club of America and Great Britain, and is generally recognized as the foremost teacher of speech culture.

His Personal Mail Course is his life work. Into it he has put the ripe fruits of his many years of experience as a teacher.

We will send descriptive literature showing how Greenville Kleiser's Mail Course not only will teach you how to speak without notes at dinners and meetings, but how it will increase your self-confidence and give you a good memory, build up and augment your personal power and influence, and improve your use of the English language. How it will teach you to argue effectively and winningly—present a proposition logically and forcefully; how it will teach you to hold attention—to think on your feet. This Course will bring out the best that is in you, by making you a positive, clear-cut, convincing thinker and speaker.

Remember, this Course does not cost from \$30.00 to \$100.00 and upward, the tuition fees usually asked for correspondence instruction. Far short of it. The Kleiser Course costs very little for the value received, and if you should enroll, within the next thirty days the price to you will be only about one-fifth of what you would pay Mr. Kleiser for studio instruction—and the terms of payment are very easy.

By all means sign and mail the Inquiry Form so that you may learn all about this Course at once. No Agent will call upon you—nor will you obligate yourself in any way by doing so.

You probably have a friend or acquaintance who would be interested in knowing about this splendid instruction, so if you will add his name and address we will send him details also—without mentioning your name.

Detach, Sign, and Mail This Form Now

PUNK & WAGNALLS COMPANY, Dept. 511, New York
will please send me by mail without cost, of obligation, particulars of the Kleiser Mail Course in Public Speaking.

Name.....
Street.....
City.....
State.....

With the largest volume of circulation and advertising ever received for a next year's business, we cannot help feeling that we're not mere theorists when we repeat that 1916 is going to be a mighty prosperous year for business generally.

Perhaps we're biased somewhat, for 1915 was a mighty good year for us, especially in advertising, where we gained 74,000 lines on Leslie's and 31,000 lines on Judge—and 1916's volume of business is going to be heavily in excess of 1915's.

We're not looking at the business world merely through the spectacles of our own business, however; the reports that come to us from almost every business we are in touch with advertisingly, and from our fifty branch subscription offices from Maine to California, support the prosperity news of the daily press that "business is good and getting better."

Robert O. Gernald
Advertising Manager.

Leslie's
Illustrated Weekly Newspaper

Judge
The Happy Medium

(Members Audit Bureau of Circulations)



LADIES OR FIGHTING MEN—WHICH?

In the fight off the Falkland Islands on Dec. 8, 1914, between the British and German naval squadrons, many German officers were captured. These were taken to a detention camp at Halifax, N. S. The photograph shows a number of the prisoners in feminine attire at an entertainment given in the camp.

LIFE SAVERS OF THE SEA

ONE of the most worthy departments of the United States Government, though little appreciated, is the Coast Guard. It is doubtful if a large percentage of persons know the duties, responsibilities and results of the work of this body. The Coast Guard does not merely aid in saving life. It also renders assistance to vessels in distress, removes derelicts from the paths of commerce, renders medical aid to American fishermen, assists in the enforcement of customs, neutrality, navigation and other laws, and in the protection of bird life, fur seal and fisheries, besides embracing the ice patrol which investigates ice conditions north of the Grand Banks and issues warnings when icebergs threaten the transatlantic steamship lanes.

During the fiscal year just ended the Coast Guard saved the lives of 1,507 persons. On the vessels to which assistance was given there was a total of 10,952 persons, many of whom undoubtedly owe their lives to the prompt and heroic work of the Guard. The value of vessels, including cargo, to which assistance was rendered reached the stupendous sum of \$10,927,730. In addition, derelicts valued at \$161,000 were recovered and delivered to their owners, making the total value \$11,088,730.

In these days of gigantic yearly appropriations and annual deficits, it is gratifying to know that at least one department has a surplus to its credit after such commendable accomplishments in the saving of life and property. The appropriations, including repairs to cutters and establishing stations, were \$5,089,251.61, and the expenditures covering 278 stations scattered along the 25,000 miles of our coast, exclusive

of Alaska, were \$5,027,752.71, leaving an unexpended balance of \$59,488.90 to the credit of the department.

The annual report of the Coast Guard, just issued by the Treasury Department, contains the records of many thrilling rescues and is as dramatic reading as one will find anywhere. The most striking incidents are the return to Victoria, B. C., of the survivors of the ill-fated *Karluk* on the U. S. Revenue Cutter *Bear*, famed the world over for its guard of the frozen north, and the rescue of twenty-nine members of the crew and passengers of the schooner *Hanalei*, wrecked off Bolinas Point, Cal., and for which three members of the Coast Guard were awarded medals for heroism. A unique feature of the report is the section devoted to the record of the year's work of the Blue Anchor Society, a national organization of women which renders aid and comfort and furnishes clothing to the victims of shipwreck and other marine casualties, and which has found its widest field of usefulness in conjunction with the rescue and relief service of the Coast Guard, and the women have done creditable work in alleviating this form of distress.

The Coast Guard is highly commended for its wonderful record, and it is hoped that a greater number of stations may be established rapidly, and especially that Alaska's pressing needs will receive attention from the government. Her uncharted shores, protected by neither buoys nor lights, appeal in vain for recognition.

TOO EASY ON LIBELERS

LIBEL laws in the United States hold little terror for the muckraker or yellow journalist. Men in public life and business men are attacked in the press and upon the platform without the least restraint. The passiveness with which these attacks have been almost uniformly received has made the libelist more and more reckless in his charges. Our patience under such an abuse of the liberty of the press has been the marvel of foreign countries, and foreigners coming for the first time to the United States always fight shy of reporters. The State of Florida has recently enacted libel legislation that will give a large measure of protection to the office seeker. The new law provides that any newspaper publishing a charge against a candidate or attack upon him within eighteen days of a primary or election, without having served notice of the charge

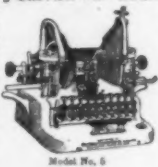
or attack upon the candidate, may be fined or its editor imprisoned, or both penalties may be imposed. This will put a check upon eleventh hour canards in political campaigns, a device, however, which has not always served the purpose for which it was intended, and which is by no means so popular as it once was. Men need protection from an unscrupulous press and conscienceless demagogues outside of the heat of political campaigns. We need strict laws with severe penalties attached for their violation. An occasional libel suit in which the plaintiff is given nominal damage as a vindication of character is not sufficient to check the kind of libelers who prey upon men in public life. A heavy fine or imprisonment, or in aggravated cases both imprisonment and fine, will teach respect for character as nothing else will.

In answering advertisements please mention "Leslie's Weekly"

The Typewriter Opportunity

Will you let me send you this Standard Visible Typewriter—the Famous Model No. 5 OLIVER with Inbuilt Tabulator and Back Spacer—on FREE TRIAL? No money in advance—no deposit—no C. O. D. If you find it to be the best typewriter you ever saw and want to keep it, I will make you a price that is lower than wholesale—lower than the lowest agents' prices and you can let typewriter pay for itself out of what it earns for you. Full Standard Equipment with machine. LIFE GUARANTEE. Because there are no American Typewriters going to Europe just now, I can make you a wonderful price inducement. BE SURE AND SEND TODAY for free Catalog and Full Details of this Greatest of Typewriter Offers. All information absolutely free.

General Manager, TYPEWRITERS DISTRIBUTING SYNDICATE
1510-38M Wabash Avenue, Chicago (343)



Big \$2 Offer—KEITH'S

The magazine for home builders, the recognized authority on planning, building and decorating homes. Each number contains 7 to 10 plans by leading architects. Subscription \$2. New orders, 25c copy. 12 big house building numbers and your choice of KEITH'S BOOKS for the HOME BUILDER.

100 Bungalows and Cottages	175 Plans for the HOME BUILDER
104 Plans of Cottages	175 Plans for the HOME BUILDER
128 " " " "	175 Plans for the HOME BUILDER
175 " " " "	175 Plans for the HOME BUILDER

Any one of these 12 Plan Books Free with a year's subscription, \$2.
KEITH'S, 555 McKnight Bldg., Minneapolis, Minn.

600 Shaves From One Blade

Yes, and more. That's the record of many men who shave themselves. Old blades made shavers or shavers-in-10 seconds. Quick, safety shaver for life with the wonderful, new **Rotastrop**. Just drop blade in, turn handle, nothing to get out of order. Nothing gives, and no action. Just like a barber shaves a man. **10 Days Free Trial**—write for booklet. Send name of nearest dealer and state make of razor.

Barber Mfg. Co., Dept. 2411 Dayton, O.

TELL TOMORROW'S

White's Weather Prophet Weather forecasts the weather \$24 hours in advance. Not a toy but a scientifically constructed instrument working automatically. Handsome, reliable and everlasting.

An Ideal Present
Made doubly interesting by the inclusion of a small clock and the White, who come in and out to tell you what the weather will be. Size 6 1/2 x 7 1/2. Fully guaranteed. Postpaid to any address in U. S. or Canada on receipt of \$1.

AGENTS WANTED
DAVID WHITE, Dept. 136, 419 E. Water St., Milwaukee, Wis.

I Want Men

Like YOU Who Want to Make \$3,000 a Year, or More

We need a good, few men right now in your territory to handle real estate for us. No experience or capital necessary. We teach you the Real Estate business and make you agents, your locality. Easy work, large profits. Turn your spare time into cash. Send for Free Booklet. **MORRIS REAL ESTATE SCHOOL**, 255 Palace Bldg., Minneapolis, Minn.

Public Speaking

Taught at Home Write for our special offer. Become a powerful speaker. Increase your memory, gain self-confidence, learn how and when to use gestures, how to quit the speech to the occasion. Increase your earning power—become more popular. We have trained hundreds of successful speakers for mail. **Write Now for Special Offer** Send quick for special limited offer. No obligation. Write while this offer lasts. **Public Speaking Dept., American Correspondence School of Law**, 2411 Washington Bldg., Chicago, Ill.

SUCCESS TAUGHT BY MAIL

USE YOUR SPARE TIME EARN WHILE YOU LEARN
The best system for be...
A perfection course for stenographers. Highest world's records for speed and accuracy and a greater number of court reporters than any other system in the last ten years. Instruction by mail; satisfaction guaranteed. Write for Free Catalog. **SUCCESS SHORTHAND SCHOOL**, W. L. James, Chief Instructor, Suite 41 Schiller Bldg., Chicago, Ill.

HOP PILLOW

Wonder Sleep Producer Perfectly Harmless
Order a Hop Pillow from us today and Sleep Soundly. Build up your health without using drugs. The great old-fashioned remedy for insomnia. Use at home or while traveling. Made of best quality fresh hops. Attractive, neat and comfortable. Sleep soundly and restfully on a hop pillow. By mail postpaid \$2.50. \$2.50. Particulars free. Money back if not satisfied. **THE UNIVERSAL HOP REMEDY CO.**, Dept. 101, 325 N. Clark St., Chicago

GOV'T JOBS OPEN

105 to \$113 month. Vacations. Short hours. No "layoffs." Thousands appointments coming. Write immediately for free list of positions now obtainable. **Franklin Institute**, Dept. F128, Rochester, N. Y.

HOW CANADA DOES IT

THE fear that after the war this country, with its tariff bars down, may become a dumping ground for the cheap surplus products of other nations will be quickened by recent advices from Canada. The Canadian government is said to be contemplating the removal of the duty on wheat imported from the United States. If that should be done, then, under our present tariff law, our duty of ten cents per bushel on wheat from Canada would be automatically abolished and the Dominion cereal would enter this country free. How would the farmers of the great West like that? Canada produced an enormous wheat crop and has a larger surplus than even war-hungry Europe can take. It is necessary to find a market for it, and as the grain has been selling from 6 to 12 cents per bushel higher at Minneapolis than at Winnipeg, reciprocity on wheat finds favor with Canadians.

Of course the advantage would be all on the side of the Canadians. They would not buy our wheat and they might undersell our wheat growers. The latter would be hard hit, even considering only the year 1915. But worse might come, for by the recent opening of the new Canada Northern Railway, a transcontinental line, a million square miles of the richest agricultural land in the Canadian northwest has been opened to settlement and cultivation and brought into easy connection with the world's markets. Undoubtedly this year large tracts of this territory will be put into wheat and the Canadian surplus will be proportionately increased. Unless our tariff on wheat should be restored, American producers would have to meet a severe and growing competition. This would rouse to a high pitch the protection sentiment among our growers of grain.

There is a marked contrast between the attitude of our national administration and that of the Canadian government toward the interests of producers. The great new railroad referred to is designed to enhance the productiveness of Canadian territory, and for that reason the government guaranteed its bonds and many members of parliament and government officials showed their interest in the enterprise by taking the opening trip. This line, which is the result of the brains and energy of Sir William Mackenzie and Sir Donald Mann, formerly railroad contractors in a small way, passes through the flourishing cities of Winnipeg, Brandon, Regina and Saskatoon, as well as through large areas of undeveloped land. These cities have had a wonderful growth. Forty-five years ago Winnipeg's population was less than 100, but now it has 200,000 inhabitants, has many fine buildings and is the greatest grain market in the British Empire. Brandon, a bustling and up-to-date town of 18,000 people; Regina, capital of Saskatchewan, with 45,000 population and capital buildings costing \$1,500,000, and Saskatoon, with a population of 27,000, were, not so very many years ago, mere hamlets. Saskatoon thirteen years ago was peopled by only 113 men, women and children. These four cities are amply supplied with elevators where the yields of the newly opened farming regions can be stored for shipment.

This is the third transcontinental road subsidized by the government at Ottawa with the full approval of the Canadian people, and in the other cases, as in this, the object was to increase the number of producers and to improve their market facilities. Removal of the Canadian duty on wheat, if decided on, would have the same end in view. It would not be considered at all were there danger of the dumping of American wheat on Canadian markets. Canada in these matters is teaching the United States the needed lesson that to safeguard the interests of the producers of a country is the very cornerstone of prosperity.

Shift Your Gears From The Steering Wheel

THE same power that cranks your motor will shift the gears of your automobile at the touch of a button. The



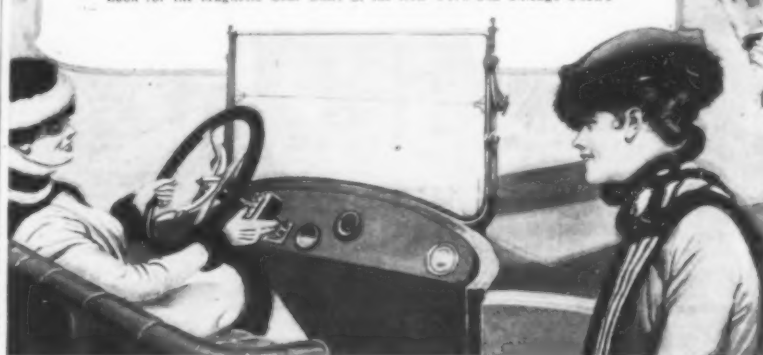
C-H Magnetic Gear Shift

controlled by push buttons mounted on the steering column at your finger tip, out of the way of lap robe and overcoat, makes the gear shift lever unnecessary and permits you to shift from any speed to any speed—instantly and surely—by merely pressing a button.

Need to take the eyes from the road or to lose steering control for a single instant. No stripping or clashing of gears. The C-H Magnetic Gear shift makes the most powerful gasoline car as easy to drive as an electric coupé. Practical! Economical! Simple in operation—startling in efficiency. The century's greatest gift to Motordom. Insist that your next car be equipped with the C-H Magnetic Gear Shift.

Write for Booklet

Cutler Hammer Mfg. Co., 1225 St. Paul Ave., Milwaukee, Wis.
Look for the Magnetic Gear Shift at the New York and Chicago Shows



How Many Cars Have Hides?

A Sequel to "How Many Hides Has a Cow?"

MORE cars are now upholstered in Du Pont Fabrikoid than in any other material.

The number upholstered in leather counting all grades, real grain leather and splits or so-called "genuine leather" is steadily diminishing.

About 20% of the new pleasure cars sold in 1915 were upholstered in hides or hide splits. About 10% were upholstered in cloth. Of the remaining 70% upholstered in leather substitutes the majority were in Du Pont Fabrikoid, Motor Quality.

Four years ago nearly all automobiles were upholstered in good leather, but 1915 production was just about twice that of 1912; in the meantime the steadily decreasing hide supply has made prices soar.

The attempt to meet the famine in real grain leather by using and selling doctored splits as "genuine leather" has been a failure.

The public has learned that there is a vast difference between real grain leather and so-called "genuine leather." Today automobile manufacturers face the choice of real grain leather or its nearest popular competitor, Du Pont Fabrikoid.

Real grain leather, because of scarcity and high price, is out of the question for popular priced models that are produced in any considerable quantity. Therefore, since coated splits, masquerading as "genuine leather," have proved impractical, the decision of the greatest makers of popular priced cars has been in favor of Du Pont Fabrikoid, Motor Quality, proved the most desirable after several years' use on hundreds of thousands of automobiles.

Du Pont Fabrikoid is not leather, but a scientific substitute therefor, which has made good. It has the artistic appearance and luxury of real grain leather, and in addition is water-proof, washable and will outwear the grade of "genuine leather" used on 90% of the cars that "have hides."



How Many Hides Has A Cow?

Fabrikoid Raynite Tops are guaranteed one year against leaking. They do not get shabby because they are washable and fadeless, and will not hold grease or dirt.

Booklet and small sample of Motor Quality sent free. A usable piece, 18 x 25 inches, sent postpaid for 50c.

Du Pont Fabrikoid Company, Wilmington, Del.
World's Largest Producer of Leather Substitutes
Works at Newburgh, N. Y.
Canadian Factory and Sales Office, Toronto

Safe 6% Bonds for Your January Funds

If you have funds for January investment, you should write for our January list of sound First Mortgage Real Estate Bonds, in denominations of \$1,000, \$500, \$100, netting 6%.

No investor has ever lost a dollar of principal or interest on any security purchased of us since this House was founded, 34 years ago.

Send today for Booklet No. A-602

S.W. STRAUS & CO.

MORTGAGE AND BOND BANKERS

STRAUS BUILDING CHICAGO ONE WALL STREET NEW YORK

Stocks and Bonds ON THE PARTIAL PAYMENT PLAN

Our convenient method enables you to buy dividend-paying Stocks and Bonds in any amount—one, five, ten, seventeen, forty—by making a small first payment and balance in monthly installments, depending upon what you can afford to pay. \$5, \$10, \$25, \$40, \$75. You receive all dividends while completing payments and may sell securities at any time to take advantage of rise in market.

Free Booklet A-2 "The Partial Payment Plan" Gives full information of this method which appeals to thrifty men and women in all parts of the country.

SHELDON, MORGAN AND COMPANY

42 Broadway, New York City

Members New York Stock Exchange

1916 Investments

On account of the radical rise in war stocks, some conservative investors have received the impression that the whole list is inflated.

If you are a business man of the type who checks up his investment position once a year, there are salient facts which you should consider now.

Good railroad stocks and the best preferred industrial issues seem to offer splendid investment opportunities.

Send for List 44

John Muir & Co.

SPECIALISTS IN
Odd Lots

Members New York Stock Exchange

MAIN OFFICE, 61 BROADWAY, N. Y.

POWERFUL MEN

Leaders in the realms of Finance, Commerce, Law, Art and Motion Pictures are behind a clean, strong and progressive Motion Picture Corporation.

We are now offering this corporation's 7% cumulative preferred stock at \$5 a share with an unusually liberal bonus of common stock.

SEND FOR FREE PROSPECTUS NO. 108

(It contains facts highly interesting to every investor)

MOTION PICTURE SECURITIES CO.

27 William Street New York

Lowest Interest Paid

on monthly savings in 25 years. The best business men in this country are placing their savings with us.

We are the oldest Savings Association in this State.

Send for booklet and list of references East and West.

\$5 saved monthly, \$1,000 at maturity.

\$10 saved monthly, \$2,000 at maturity.

\$70 deposited amounts to \$100 in about 5 years.

7% on Coupon Certificates.

INDUSTRIAL B. & L. ASSN., 336-15th St., Denver, Colo.

We pay \$5 because Wyoming legal int. rate is 6 to 12%.

Our stringent backing here affords you the same protection you get at home. Why be content with \$5 to \$6 when we will pay you \$7? Response card \$150,000. Write now for FREE booklet. "In the Back the Best Deal." Pioneer Trust & Savings Bank.

14 Pioneer St., Basin, Wyo.

For 36 years we have been paying our customers the highest return consistent with conservative methods.

First mortgage loans of \$200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 216.

925 Certificate of Deposit also for saving investors.

PERKINS & CO. Lawrence, Kans.

JASPER'S HINTS TO MONEY-MAKERS



MANAGERS OF A GREAT FINANCIAL INSTITUTION

Several officers of the Federal Reserve Bank, Chicago, recently visited Des Moines, Iowa, and were entertained at luncheon by the Chamber of Commerce and the Greater Des Moines Committee, and were banqueted by the Des Moines Bankers' club. The photograph shows the party. Left to right: C. L. Powell, attorney for the Federal Bank, Chicago; E. L. Johnson, a director, Waterloo, Ia.; C. H. Bosworth, president of the People's Trust and Savings Bank, Chicago, chairman of board; George M. Reynolds, president of the Continental and Commercial National Bank, Chicago, director; James B. Forgan, president of the First National Bank, Chicago, director; J. B. McDougal, of the Chicago Clearing House Association, governor; A. H. Vogel, Milwaukee, director; E. T. Meredith, editor of *Successful Farming*, Des Moines, director.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDG COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

NO one should be surprised because of the halt in the stock market. The opening of the New Year is usually a good time for people to take into consideration how they stand. A good many operators, and nearly all the traders, who can do so like to even up their accounts at the beginning of the year, "take stock" and start anew. They were enabled to do this at the opening of 1916 because the steady rise in the market gave them a chance to close up their accounts satisfactorily.

The smart men in Wall Street know enough to take a profit in the market whenever they can get it, without waiting for the last cent. They know that a rise cannot go on forever and that after the market has had a steady, strong, persistent advance, the doctrine of chances favors a recession, though not necessarily a slump.

Heretofore the market has had really but one side, and that is the side favored by the bulls, for heavy holders of stocks have wanted to see them advance. Now there is another side. A good many of the bulls have turned bears. Being out of the market they are anxious to see lower prices so that they can get in again.

Any untoward circumstance, unforeseen contingency, or desperate situation, like that which might come if we were suddenly thrown into the war arena, would cause a decided break in the market and that would be the time to buy. The proposed mobilization of American stocks in Europe by the British Government as the basis for a new loan may lead to unforeseen liquidation of our securities and thus keep them on the current level with a declining tendency. The heaviest operators, always quick to realize possibilities, are waiting to see the outcome.

Great Britain planned to provide the sinews of war and to maintain a normal rate of exchange when it undertook to make a loan of \$500,000,000 in this country. A syndicate succeeded in disposing of all of the bonds, excepting \$180,000,000, which the underwriters have had to assume. England's representatives discovered while here that our money-lenders would more freely subscribe to a British loan if it had something beside national credit behind it, in other words, good, sound, marketable

collateral. Now England is getting ready to obligate its holders of our securities to turn them over to the British Government temporarily as collateral to be used to float a new loan. If the holders hesitate to do this, it may not be difficult for the British Government to use compulsion in the form of a tax on all foreign securities held by its people.

The exigencies of war justify the severest methods in dealing with fiscal as with military affairs. This explains the radical proposition of Chancellor McKenna for the mobilization of securities, both Canadian and American, under a scheme which embraces either the purchase outright or the loan of these securities for two years. If the securities are sold to the British Government, they will be paid for at current market prices, in cash or in 5 per cent. five year exchequer bonds at par. If the securities are lent to the government the holders will receive all dividends and interest and one-half of one per cent. on face value as consideration for the loan. The British Treasury reserves the right to sell the loaned securities and pay for them on the basis of New York Exchange rate plus 2½ per cent. on the value of the securities.

The fact that this operation is limited to two years indicates that the British Government fixes that as the limit within which the war will close. When the war broke out, it will be recalled that Wall Street was terribly in fear of a flood of foreign-held securities that might be unloaded upon us, and prices rapidly fell. The same situation now confronts us, as far as British holdings are concerned, for the cable from London reports that "holders of American securities are reminded that if they do not avail themselves of the invitation they can still contribute materially to the object sought by selling their securities in the open market and reinvesting the proceeds in British Government securities." This selling has begun. How far will it go?

The market has shown such strength that it is not easily affected by unfavorable considerations. Conservative investors, however, are not fully assured as to the outcome of this last endeavor of Great Britain to maintain its credit with the United States and are, accordingly, pursuing a policy of "watchful waiting."

B., Denver, Col.: Your safest plan would be to buy a good bond. American Ice Debentures 6's offer a good business man's investment, paying about 8 per cent. Any broker can buy a bond for you.

R., Brooklyn, N. Y.: The par value of Standard Oil of New Jersey stock is \$100, but the market price lately was \$260, or more than 2½ times par. This was due to the large earnings and undivided surplus of the company and the dividends it pays.

S., Mobile, Ala.: Butte & New York Copper par \$1. is selling at about \$3. It has been higher.

(Continued on page 29)

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AGENTS

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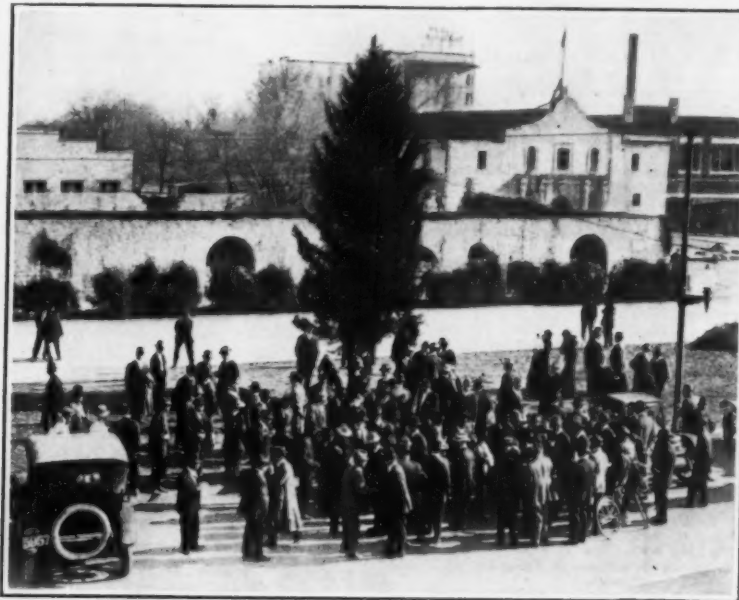
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LATE NEWS IN PICTURES



SAN ANTONIO TO HAVE A PERMANENT CHRISTMAS TREE

The city of San Antonio, Tex., has started an innovation in the municipal Christmas tree idea by planting a large tree in the Alamo Plaza, which is to serve permanently as the center of the city's Christmas festivities. It was planted by the Rotary Club, near the old Alamo (shown in the background), where 4,000 Mexicans overwhelmed and massacred 168 Texans eighty years ago.



FATHER AND SON KILLED IN THE SAME WRECK

A railroad wreck at Stockton, Calif., recently, resulted in the death of father and son under unusual circumstances. William Wing, the father, was engineer of a passenger train and his son, William A. Wing, was fireman on a freight. The two trains came together in a head-on collision and both the Wings were instantly killed. The passenger train was running about 45 miles an hour when the collision occurred.



TWO FOND HEARTS MADE ONE BY CEREMONY IN TWO STATES

Texarkana is a sort of Siamese twins among cities. Part of it is in Texas and part in Arkansas. Recently a young couple decided to get married, but as Miss Irene Taylor lived in Texas and Brandon Gray in Arkansas it was with some difficulty that the location for the wedding was decided upon. Finally a platform was constructed across the state line, and one of the contracting parties stood on each side of the boundary (marked in the picture by a heavy black line) while two ministers, flanked by the Mayors of the two Texarkanas and the President of the Board of Trade, performed the ceremony. The Board of Trade presented the couple with a new bungalow that had been built in eight hours. It is a nice-looking bungalow, too.

In answering advertisements please mention "Leslie's Weekly"

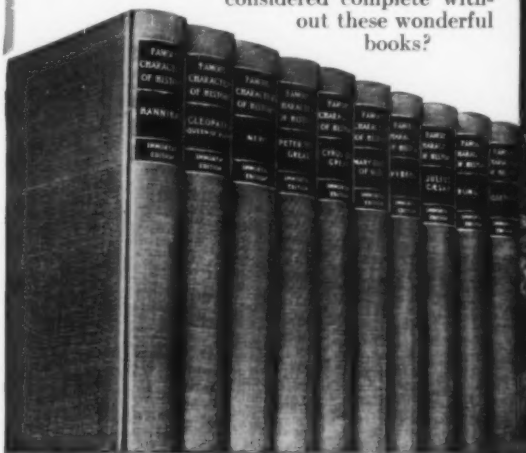
WAS SHE GUILTY?

she the innocent victim of a vulgar plot hatched in the brain of a dissolute woman and a discredited courtier, or was she a party to the conspiracy for the possession of the bauble? A populace inflamed with hate and crying for bread sealed its verdict in her blood and that of the fairest and the bravest of France.

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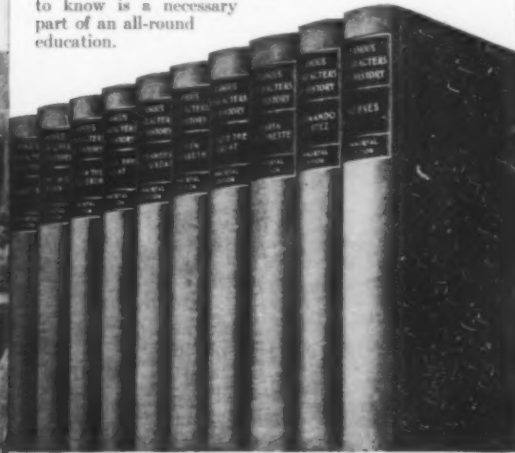
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